EALERS OURNAL

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Armour Grain Co., grain buvers. Ash, I. N., & Co., grain and seeds. Bartlett, Frazier & Co., grain. Beckwith, W. L., & Co., grain. Bentley-Jones Grain Co., grain commission. Calumet Grain & Elevator Co., commission. Carrington, Patten & Co., grain merchants. Counselman, Willis, & Co., commission. Crighton & Co., grain commission. Dole, J. H., & Co., grain commission. Everingham, L., & Co., grain, seeds. Fyfe, Manson & Co., grain, commission. Finney, Sam, commission. Fraser, W. A., Co., grain commission. Freeman, H. H., & Co., grain, hay, straw. Gerstenberg & Co., grain, seeds. Goemann Grain Co., grain buyers. Hemmelgarn, H., & Co., commission. Hoit, Lowell, & Co., grain, hay. Hulburd, Warren & Co., grain commission. Irwin, Green & Co., grain commission.
Johnson, W. F., & Co., grain, seeds. Karrick, Gray & Williams, grain com's'n. Lasier & Hooper, receivers and shippers. Mackenzie, J. P., cash grain. Merritt, W. H., & Co., grain, seeds. Mumford, W. R., Co., commission. Pope & Eckhardt Co., commission. Rogers, H. W., & Bro., grain and seeds. Rosenbaum Bros., receivers, shippers. Rosenbaum, J., Grain Co., receivers, shiprs. Rumsey & Company, grain commission. Sidwell, Geo. H., & Co., grain commission. Smith, James P., & Co., grain. Van Ness & Wilson, grain receivers. Warner & Wilbur, grain commission. Wagner, E. W., receiver and shipper. Ware & Leland, grain, seeds. Weare Commission Co., commission, West, John, & Co., grain, seeds. Wetmore, H. D., & Co., commission. Winans, F. E., grain and seeds.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

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Columbus Grain & Elevator Co., grain, oats. Hynson, Percy R., buyer and shipper. McAlister, Jas. P., & Co., grain and hay. McCord & Kelley, track buyers, shippers. Scott & Woodrow, grain and hay shippers. Seeds Grain Co., grain and hay Tingley Bros., grain, hay, chop feed.

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Dewey & Co., hay and grain.

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McCray, Morrison & Co., track buyers.

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NASHVILLE, TENN.

Wilkes, J. H., & Co., grain, hay.

NEWARK, N. J.

Champlin, F. A., & Co., grain, hay, mill feed.

NEW YORK CITY.

Carscallen & Cassidy, grain, hay. Elwell, R. E., grain broker. Forbell & Tilson, grain commission. Morey, L. A., oats and corn. Reinhardt, Geo. N., & Co., hay, grain.

PEORIA, ILL.

Miles, P. B. & C. C., grain commission. Tyng, Hall & Co., grain commission. Van Tassell & Bunn, receivers, shippers.

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Littlefield, Henry, & Co., grain and feed. Merrill, Edward P., grain broker.

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King, C. A., & Co., grain, clover seed. Montgomery, R. H., & Co., corn, oats, hay. McCabe, G. B., grain and seeds. Reynolds Bros., grain and seeds. Rundell, W. A., & Co., grain, seeds. The Paddock-Hodge Co., grain commission. The Toledo Salvage Co., salvage grain. Zahm, J. F., & Co., grain, seeds.

TYRONE, PA.

Miller, John H., grain, hay.

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WHEELING, W. VA.

Produce & Grain Co., corn, oats, hay.

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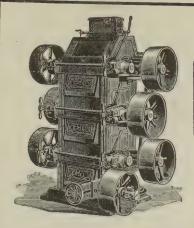
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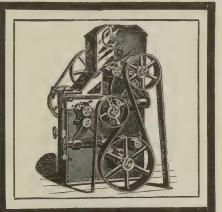


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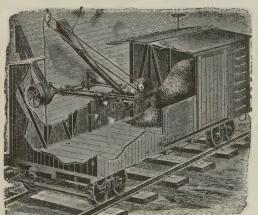
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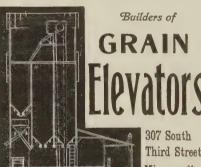
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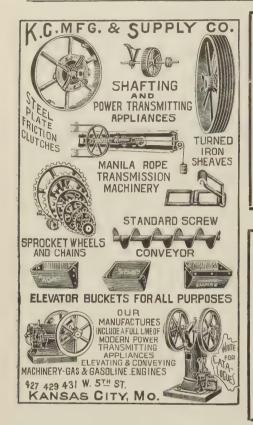
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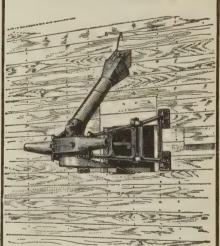
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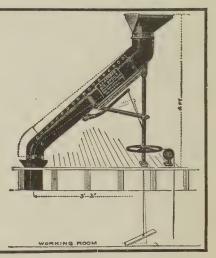
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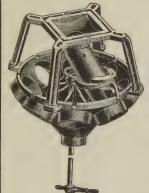
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COLUMBUS, OHIO.
Send for Catalog No. 39



Gasoline
Engines
Especially
adapted for
elevator use.
Fremont Foundry
& Machine Co.,
Fremont, Neb.

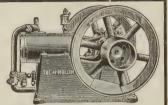
THE CHEAPEST POWER PLANT ON EARTH

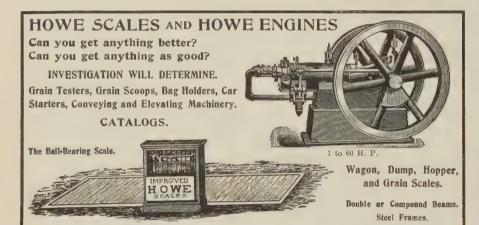
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McMullin Motive-Power and Construction Co.





Borden & Selleck Co., Chicago, Ill.

BEST

to the needs of Grain Elevator men—

The Gook Gasoline Engine

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THE BAUER GASOLINE ENGINE



St. Louis, Kansas City, Minneapolis, Cleveland.

Is better adapted to the needs of the grain elevator man than any other.

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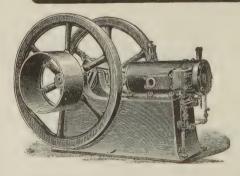
Bauer Machine Works, Kansas City, Mo.

Burger Automatic Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

WOOLLEY FOUNDRY AND MACHINE CO.

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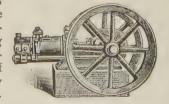


10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.

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There will probably be more Grain Elevators built this year than

during any previous year. This means that more Otto Gasoline Engines will be used this season than ever before. Buyers are learning by experience. One big operator writes, "We are using three different kinds, but the OTTO is premier of them all, using 30% less gasoline than any of the others." He buys nothing but Ottos now.



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Chicago Representative, T. W. SNOW, 360 Dearborn St.

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BRUNNER ELEVATOR ENGINE



FOR GRAIN ELEVATORS
From 1 to 30 H. P.
Write for descriptive circular.
CHARLES BRUNNER, Mfr

LENNOX GAS ENGINE LENNOX MACH. CO. MARSHALLTOWN, IA. WRITE FOR CATALOGUE of Elevator Engines.



Sizes 5 to 80 H. P.

NEW ERA IRON WORKS, 86 Dale Avenue, DAYTON, OHIO, U. S. A

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errore.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.
Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

\$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best lineu ledger paper and bound in cloth half leather. Price \$6.00 per copy.

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For any of the above, address

Grain Dealers Co., 10 Pacific Ave. Chicago, Ill.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

amount received and charging it to the grain saccount.

In using this book the dealer minimizes the
chance of making errors by posting from
original entries.

The book is ruled with column headings as
follows: Date; L. F.; L. F.; Kind of Grain;
Remarks; Gross; Tare; Net; Bushels;
Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½
inches. The best linen ledger paper is used.
The regular ledger index in front will accommodate all names necessary. The book is
bound in extra heavy cloth covers with leather
back. Price, \$2.50.

For Sale by

For Sale by

GRAIN DEALERS COMPANY 255 LA SALLE ST. CHICAGO, ILL.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO. Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. G. SHARP, Secretary, Des Moines, Iowa.

THE GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO...

of Indianapolis, Ind., was organized by progressive grain dealers to insure good grain elevators and contents at a reasonable cost. If interested write C. A. McCotter, Secretary, Indianapolis, Ind.

Reliable insurance...

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL. CHARTERED, 1865 ASSETS, \$3,380,676 NET CASH SURPLUS, \$466,595.

W. L. Barnum, Secy.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

books of great assistance.

THE PRACTICAL GAS ENGINEER,
by E. W. Longanecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE,
by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,
by E. W. Roberts. Price, \$1.50.

For any of the above address,

Grain Dealers Co., 255 La Salle St. Chicago, Ill.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets. 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company, 255 La Salle Street, Chicago, Ill.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.......\$958,473.31 Losses Paid......718,556.00 Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899

Insures Flour Mills, Grain and Elevators.

INDIANA MILLERS

FIRE INSURANCE **COMPANY**

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY PURELY MUTUAL

A liberal policy issued.

Losses paid when adjusted and NO DIS-COUNT demanded. Address,

E. E. PERRY, Secretary.

AN AD AND THE RESULTS.

HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h.p. A. Colvert, Attica Ind.

Attica, Ind., Sept. 9, 1901. GRAIN DEALERS JOURNAL,

GRAIN DEALERS JOURNAL,
Chicago, Ill.
Gentlemen: Enclosed please find check for
advertising engine. Kindly discontinue ad in
Grain Dealers Journal as it has already sold
my engine, and oblige,
Yours very truly,
A. COLVERT.

THE PERFECTION CONDITIONING SYSTEM

Purifying, Drying and Cooling.

Stained Oats and Barley; smutty, musty and weevily Wheat made sweet and bright.

New Corn Put in Condition.

The only PERFECT SYSTEM in use.

TWEEDALE & HARVEY Room 905, 303 Dearborn St. CHICAGO

THE CLIPPER SEED GLEANERS

Remain Firm. Prices



WE ARE NOT IN THE GRAIN CLEANER COMBINATION THAT HAS BEEN FORMED TO ADVANCE PRICES. We are making our Cleaners better than ever and incorporating new improvements WITH NO ADVANCE IN PRICES.

Our CLEANERS are quickly and easily installed and simple to operate. We do not have to send an expensive mechanic to set up and start them running and add his bill to the price of the machine.

The CLIPPER is used in thousands of local elevators all over the country. There is no other Cleaner of medium price and good capacity that is so well adapted to this class of work.

Our CLEANERS require but one-fourth the power of a suction Cleaner of equal capacity and will do a far greater variety of work. We have the only successful combination Cleaner on the market, and we guarantee satisfaction.

Write for catalog and SAMPLE PLATE OF PERFORATIONS. You will find the latter useful, whether you wish to buy a

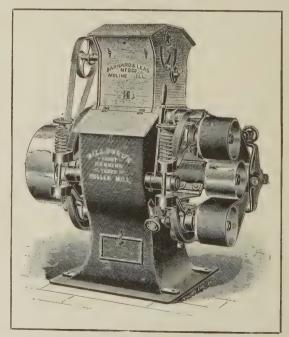
A. T. Ferrell & Co., Saginaw, Mich

Feed and Meal.

The Willford Light Running Three Roller Mill is just the machine you need for custom work. It will grind the most feed with the least power.

It is easy to operate; is strong, durable and reliable, and will give the best of satisfaction for grinding feed and meal.

We also make two and three pair high Feed Mills, Cob Crushers, Corn Shellers and Cleaners, Separators, Scourers and Oat Clippers, and furnish all kinds of mill and elevator supplies.



BARNARD & LEAS MFG. CO., MOLINE,

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATOR for sale, good location. Address Taylor & Emmons, Stuart, Ia.

ELEVATORS for sale in Iowa. Address Geo. A. Wells, 508 Observatory Building, Des Moines, Iowa.

ELEVATOR for sale in good grain country; 25,000 capacity; in fine repair; can be bought reasonable. A Hoelker, Halbur, Lowa.

FOUR elevators for sale in Indiana, one in Ohio and four in Illinois. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR, 8,000-bushel, scales, shellers, roller feed mills, etc.; 3 large buildings doing a good business; only \$3,500. W. Borchsenius, Baldwin, Wis.

ELEVATOR in Delaware County, Indiana. Capacity 10,000 bus.; fully equipped; doing good business. Address, Lock Box 94, Union City, Ind.

FOR SALE—One-third interest in large line of country elevators in Minnesota. Good opening for right party. Price \$60,000. Aaron Smick, Decatur, Ill.

GRAIN WAREHOUSE for sale; feed, coal and lime business; good location; doing good business. Live town in Wisconsin. Martin & Hill, Dousman, Wis.

ELEVATOR and 60-bbl. flouring mill for sale. Capacity of elevator for ear corn 9,000 bus., shelled corn 4,000 bus. Located in central Ohio. Will sell very cheap. For particulars address C. A. Gregg, Grove City, O.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$0,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

ELEVATOR and feed mill for sale, in one of the best towns of the Arkansas Valley. Storage capacity of elevator 8,000 bushels, of feed mill three carloads. Plant is equipped for doing a wholesale business. All machinery in first-class shape. For price, write G. W. Cooter, Hutchinson, Kansas.

FOR SALE—A 35,000-bu. capacity elevator, 500-bu. hopper scale, 18-h. p. gasoline engine, 2 dumps, corn sheller and cleaner. Nearly new. Price \$10,000.00 cash. In an average year ships 200 cars. One of the best grain points in western Iowa. Address, Day, Box 4, Care Grain Dealers Journal, Chicago, Ill.

GRAIN, coal and lumber business for sale in Illinois, shipping from 100 to 150 cars a year. Capacity elevator 11,000 bushels; has cleaner, sheller and feed mill; run by a 10-h. p. gasoline engine. Wish to sell my residence also. Address Crane, 72 Traders Bldg., Chicago,

ELEVATORS FOR SALE.

FARMERS' Elevator in southern Minnesota on the C., St. Paul, M. & Omaha Ry., for sale. A. Bornemann, Sec., St. Peter, Minn.

ELEVATOR for sale at a 1,000,000-bu. point in Kay Co., Oklahoma. For particulars address, Lock Box 265, Ponca City, O. T.

GOOD ELEVATOR, Banking and lumber business for sale in the corn belt of Illinois. Will sell the elevator separate or all together. Address R. E. D., Box 6, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, hay barn and residence for sale in best grain producing section of Wisconsin; sold together or separate. Reasons for selling, old age and poor health. Address Lock Box 698, Tomah, Wis

NEW, Ohio 22,000-bu. elevator, steam power and iron clad, together with implement and livestock business will be sold for good reason. Will make price right if sold soon. Address Coal, Box 3, care Grain Dealers Journal, Chicago.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

FOR SALE—Good local and transit transfer and cleaning elevator, about 25,000 bu. capacity; 60,000-lb. hopper scale; power unloading scoop; cleaning and scouring machine; good mixing arrangement; large feed and corn meal rolls; 75-horse power steam engine; wagon scales; wagon dump; good track room for cars; coal bins. Good local trade in coal and feed. Best grain section of Konsas. Best of reasons for selling. Price \$6,650. Address Excel, Box 5. Care Grain Dealers Journal, Chicago, Ili

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE—10-ton second-hand Fairbanks Scale. Hassler Bros., Louisiana, Mo.

HOWE HOPPER Scale for sale; two pair of 700 bus. each, but little used. Guaranteed to be in first-class condition. William T. Kemper Elevator Co., Kansas City, Mo.

SCALES, second-hand and refitted in good condition for sale at low prices. One each, 80, 60, 50-ton railroad scales; one each 10, 6, 5, 4-ton wagon scales; 5,000-lb. dormant scale; several portable and counter scales; five 250-lb. test weights. The Standard Scale & Supply Co., Ltd., 211 Wood St., 242-244 Third Ave., Pittsburg, Pa.

ELEVATORS WANTED.

WANT to buy elevator in good town; prefer central Ill. C. I., box 10, care Grain Dealers Journal, Chicago.

ELEVATOR wanted to rent with view of buying if situation is satisfactory. Address, O. W. Crabbs, Muncie, Ind.

WANTED—You to list your elevators for sale in Iowa and Illinois. Have cash buyers. Aaron Smick, Decatur, Ill.

GRAIN ELEVATOR wanted to buy or lease. Mail description and price. Will pay cash. Lock Box 475, Troy, Ohio.

ELEVATOR wanted to rent with option of buying if satisfactory. Address B. P., Box 6, care Grain Dealers Journal, Chicago, Ill.

WANTED—An elevator in western Indiana, 10,000 to 30,000 capacity, handling from 100,000 to 300,000 annually; up-to-date house. Henry Orr, Matthews, Ind.

ELEVATOR WANTED, to rent or lease, with privilege of buying—small capacity in good corn belt. Give description. Address L. H. Bruns, 47 Holt St., Dayton, Ohio.

UP-TO-DATE Elevator wanted for cash in good town. Large territory in good grain section. Illinois preferred. Address Good, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT—One or more elevators in central Illinois, I. C. R. R. preferred. Would assume unexpired leases. Address, M. P., Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WE WANT to lease one or more elevators with option of buying; elevators must ship at least 100 cars yearly; side line of flour, coal and feed not objected to. Address, giving full description of plant and terms, amount of grain shipped last year, Pearson & Hayton, Pierson, Ia.

HELP WANTED.

ELEVATOR MAN wanted at once, who can buy grain and run steam plant. \$45 a year round. E. J. Edmonds, Marcus, Ia.

ENGINEER—Competent man who thoroughly understands elevator machinery. Good wages to the right party. Bennett Taylor, South Raub, Ind.

WANTED—A good, steady man to work in elevator and lumber yard, married man preferred; must have experience; state wages wanted for year. Kitchels Elevator Co., Kitchel, Ind.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

TO EXCHANGE—Two 6-h. p. gas engines for a 14-h. p. Write I. Bird & Co., Moorland, Ia.

STEAM ENGINE, 35-h.p., for sale; also 60-h.p. boiler, A. J. Poor Grain Co., Kansas City, Mo.

FOR SALE—Twenty-one h. p. actual power Otto Gas Engine. Good order. Address, Wisner & Co., Memphis, Tenn.

ONE VILTER ENGINE, 14x36; one Twin Cooper Corliss Condensing, 16x42, for sale. Mertes Machinery Co., Milwaukee, Wis.

OLDS GASOLINE engines for sale, one 25-h. p. and one 8-h. p., both working every day. Maud S. Wind Mill & Pump Co., Lansing, Mich.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Refiner Elevator Works, Kansas City, Mo.

OTTO GAS Engine for sale; secondhand; 17-horse power; for \$200.00 cash. Engine can be converted to use gasoline. The T. S. Gilliland Grain Co., Van Wert, Ohio.

TEN and 12 h.p. Otto, 12 and 20 h.p. Lewis and 16-h.p. Fairbanks Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

FOR SALE—One IIXI8 Russell Automatic Engine; one I2X20 box bed slide valve engine; one 60XI6 tubular boiler; all in good condition; prices right. Address, Pittsburg Steel Shafting Co., Toledo, Ohio.

WITTE GASOLINE engine for sale; twelve-horse power; strictly high grade machine; been used but short time and is good as new. Manufacturers' warrant good for four years; price \$350. Address F. P. Richey, Leland, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE HAVE for sale one 10x12 Brownell Center Crank Throttling Governor Engine, 48-inch balance and band wheels. Engine complete. Price \$150. For particulars address Herbert Edwards, Leipsic, Ohio, or the Pittsburg Steel Shafting Co., Toledo, Ohio.

FOR SALE—Second-hand gasoline engines, I to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ONE 4-h. p. Otto; one 10-h. p. Otto; one 12-h. p. Lambert; one 22-h. p. Fairbanks; one 54-h. p. Fairbanks; one 20-h. p. New Era; one 26-h. p. New Era; one 35-h. p. New Era; one 60-h. p. New Era. I buy, sell or exchange. J. Montgomery Johnston, 22-24 South Canal St., Chicago, Ill.

ENCINES FOR SALE.

GASOLINE engines for sale: 14-16-H. P. Dayton; 16-H. P. Case; 10--5H. P. Otto Engines, Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 postpaid. Henry Nobbe, Farmersville, Ill.

WILL trade a 25-h. p. steam engine and boiler for 20-h. p. gasoline engine. Address Lock Box III, Grey Eagle, Minn.

GRAIN TEST Separators. For cleaning samples of wheat to ascertain the dockage. Address Dubuque Turbine & Roller Mill Co., Dubuque, Ia.

QUOTATIONS wanted on grain, hay, flour, etc. Correspondence and samples solicited from reliable shippers. Mc-Henry Peters, Lynchburg, Va.

RUBBER BELTING wanted—140 to 150 feet of second-hand 14 to 15-inch, 3 or 4 ply, with or without buckets. Must be in good condition at reasonable price. Address Lock Box 713, Harlan, Iowa.

INCREASED CAPITAL WANTED—An old established grain firm doing a good station business in Kansas and Mo. desires to increase capital stock \$20,000 or \$30,000, and furnish positions as bookkeeper and traveling manager of station agents, to one or two parties. Best of reference given and required. Address Earl, Box 5, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS FOR SALE.

WANTED—To trade equity in a fine 550-acre, well-improved farm, four miles from Waterloo, Ia., for elevators in Western Iowa. L. N. Crill, Elk Point, S. D.

GASOLINE engine owners who have had trouble with lubrication can learn how to forget it by addressing The Automatic Lubricator Co., 1105 Caxton Bldg., Chicago.

FOR SALE—One 20-h. p. Wagner Alternating Current Motor. Only been in use a short time, good as new. For price, address, Williamson, Blocker & Miller, Honey Grove, Tex.

WHOLESALE and RETAIL grain and flour business for sale. Established 50 years. Located on leading wholesale business street of the city. Main building is 40x75 ft., four stories high, to which is connected a mill and elevator building eight stories high. This contains a 75-h. p. engine and boiler, two grist mills, hopper scales, bins, elevator, etc. These mills have a capacity of a thousand bushels a day and the bins will hold from twenty to twenty-five thousand bushels. Private switch on tracks of N. Y., N. H. & H. R. R., a storehouse and wharf on water front, all being part of the property. The plant controls the largest wholesale and retail grain and flour business in city. Its facilities for the receipt and handling of both rail and water shipments are of the best. An ordinary car can be emptied, weighed and put into any bin in the building in less than an hour. Reason for selling, owner wishes to permanently retire from business. A. A. Beckwith, Norwich, Conn.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

DICKEY CLEANER No. 2 for sale. Nearly new. Knocked down. W. B. Cummins, Ransom, Ill.

MOUNTED corn sheller for sale, capacity 5,000 bus. per day. Bargain. Walter G. Trumpler, Tiffin, O.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

ONE WESTERN SHELLER No. 2 for sale and one No. 2 Invincible Wheat Cleaner. Horner & Co., Lawrenceville, III

INVINCIBLE Oat Clipper, capacity 500 to 600 bushels per hour, good as new, for sale. A. H. Richner, Crawfordsville, Ind.

\$4.00 cash with order buys a Perfection Car Pusher. Best on the market. Write to-day for descriptive circular. Pierce Grain Co., Union City, Ind.

FOR BARGAINS in secondhand machinery write for Circular No. 16; new list of machines at cut prices. A. S. Garman & Sons, Akron, Ohio.

MARSEILLES PORTABLE SHELL-ER in good condition for sale at a bargain. Address Indiana, Box 6, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Webster Car Puller Complete. Absolutely first-class machine; good as new; capacity 20 to 30 cars. Omaha Elevator Co., Omaha, Nebraska.

FEED MILL for sale, 2-pair high, 9x12, good as new, newly corrugated, 12-horizontal French burr; also a feed cleaner, can be used as a wheat separator. Address E. Bruner, Hope, Kan.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

TWO FEED GRINDERS for sale, nearly new and in good shape, will grind all kinds of grain. One, a Cogswell Feed Mill, cost new \$300 net. Will sell at a bargain. H. C. Clark, Lebanon, Ind.

A KNOWLES Independent Air Pump and Condenser, 10x14x16 inches with heater; will hold a vacuum 26-28 inches, condense for a 100 to 400-horse power, low or high speed engine; is as good as new and will sell cheap. Address, The East Side Iron Elevator Co., Toledo, O.

EUREKA SEPARATING and close scouring machine No. 5 for sale, capacity 250 bus. per hr.; also flax, wheat and seed separator, capacity 150 bus. per hr.; both machines in excellent condition. Pulleys, shafting, wire cable shives, set 7-8 rope drive shives with tightner complete. Write for particulars. A. G. Hahn, Aberdeen, S. D.

MACHINES WANTED.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

GRAIN AND SEED FOR SALE.

SUPERIOR Field Seeds all kinds. The Nebraska Seed Co., Omaha, Neb.

RED CLOVER seed and good seed corn for sale. Cobb & Varner, Odessa, Mo.

SOJA or soy beans for sale, car lots d less. Wm. G. Scarlett & Co., Baltimore, Md.

REID'S Yellow Dent and Boon County White Seed Corn for sale in car loads or less. La Rose Grain Co., La Rose, Ill.

POP CORN, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o, b. here. Address A. C. Davis, Conklin, Mich.

SEED CORN for sale. Highest award at Indiana and Illinois state fairs, 1902. Write for circular and price list. L. B. Clore, Franklin, Ind.

FOR SALE—Cane seed, 5 cars; kaffir corn, 2; millet, 1. Make cash offer track here on A. T. S. F. R. Address E. D. Runnalls, Longford, Kan.

CLOVER, timothy, millet, blue grass, red top, pop corn, field peas, seed corn, etc. Buyers or sellers please write The Illinois Seed Co., 236 Johnson st., Chi-

GERMAN MILLET, Sorghum Seed, Kaffir Corn, Alfalfa and a full line of Grass Seeds. J. G. Peppard, 1117 W. 8th st., near Santa Fe st., Kansas City, Mo.

SEED CORN OFFERED. Car lots or less. Carefully hand picked, tips removed by hand, milled and cleaned. All of high germinating quality. Early varieties for the north. If in the market, write us. A. A. Berry Seed Co., Box 105, Clarinda,

AMERICAN grown alfalfa, German millet, Siberian millet, sorghum or cane seed, Jerusalem corn, milo-maize, seed corn, onion sets, speltz, macaroni wheat, and full line of other seeds. Samples furnished. Write Kansas Seed House, F. Barteldes & Co., Lawrence Kansas.

FOR SALE-Fine line of farm, grass and garden seed, early corn, oats, kaffir corn, cane pencillaria, speltz, cow peas, rape, thousand-headed kale, blue grass, fape, thousand-headed kale, blue grass, bromus inermis, clover, timothy, permanent pasture mixtures, vegetable and flower seeds, garden tools, poultry supplies, berry boxes and baskets. Write for our catalog and prices. A. A. Berry Seed Co., Box 105 Clarinda, Ia.

ENGINES WANTED

WANTED: Used gasoline engines for grain elevators, 10, 15, 25, 54 h.p. Give particulars. Name lowest cash price. Address Central, box 9, care Grain Dealers Journal, Chicago.

GASOLINE Engine, 15-h. p., wanted; will exchange a 40-h. p. Automatic Engine and 50-h. p. boiler for same. Address H. R. S., Box 6, care Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

BEST MILLING, feed and coal business in McHenry Co.; mill carning \$15 to \$35 per day; about \$8,000 required; don't delay. Box 4, Nunda, Ill.

FLOUR MILL for sale. The Jasper Roller Mills, Jasper, Minn; only \$11,000. Will take good farm in exchange. Write E. G. Mellem, Scand American Bank Building, St. Paul, Minn.

FLOUR mill in western part of Wisconsin; good trade and fuel is cheap. Mill in good condition. Must be sold. Address Wisconsin, Box, 3, Grain Dealers Journal, Chicago.

ROLLER MILL for sale, 100-barrel; located at Frankfort, S. D., in splendid wheat belt. For sale or trade. Also farms and grazing lands for sale. A. E. Else & Sons, Doland, S. D.

OAT MEAL MILL for sale with all the latest improved machinery. Capacity 150 bbls. Farm land will be taken in exchange. Address A. F., Box 6, care Grain Dealers Journal, Chicago, Ill.

MODERN 150-barrel mill, almost entirely new machinery, up-to-date system; brick construction, three stories. Two tubular boilers and 100-h.p. engine. Capable of handling in addition to mill of grain for shipment 500,000 bushels annually. Indiana town of 25,000 inhabitants. Finest of schools and railroad facilities. Should earn \$8,500 yearly. Price \$8,800 Should earn \$8,500 yearly. Price \$18,000. Would consider choice farming land at actual value as part payment. Aaron Smick, Decatur, Ill.

FOR SALE—Corn mill; one double stand rolls for meal; one large size Bow-sher Feed Mill; one Marseilles Dustless Corn Sheller; one meal bolt; storage for about 5,000 bus. corn; wagon scales; 35horse power steam engine using natural gas for fuel at low price. Southern Kansas town 6,000 population; two men operates; profits \$2,000 to \$3,000 yearly. Price \$3,500. Write for particulars. Address Eclipse Box 5, Care Grain Dealers Jour-nal, Chicago, Ill.

GRAIN WANTED.

RYE and buckwheat grain wanted. Oneonta Milling Co., Oneonta, N. Y.

WANTED—RYE—20,000 bus. of No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

WANTED—Quotations on corn, oats and hay. Geo. T. King, Hay and Grain Broker, Richmond, Va.

OATS AND CORN wanted for milling purposes. State lowest price (cash on arrival) and railroad lines. Lakeside Elevator Co., Eau Claire, Wis.

MILLET Wanted in car load lots or less. If any to offer send samples and quote price. A. A. Berry Seed Co., Box 105, Clarinda, Iowa.

SWEET CORN wanted, late varieties especially. If any to offer of this kind, send sample in envelope and we will make you good price f.o.b., your station. Address, A. A. Berry Seed Co., Box 105, Clarinda, Ia.

SITUATIONS WANTED.

BY GRAIN man of 22 years' experience. Landon Mapes, Jacksonville, Ill.

POSITION wanted as grain buyer; years' experience. A. D. Rolston, Phelps, Ill.

SITUATION as traveling man and solicitor; 25 years' experience. Address C., Box 6, care Grain Dealers Journal, Chicago, Ill.

WANTED position as grain buyer in elevator or on the road. Had 6 years' experience; reference; married; and not afraid of work. Address Box 955, Corning, Ia.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

POSITION—With good firm as buyer or manager of grain business. Would take an interest with right party. Have 12 years' experience. Will give best of references. Address P, Box 5, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of an elevator, line of elevators, or as traveling solicitor. Have had 5 years' experience solicitor. Have had 5 years' experience in the grain business; good D. E. book-keeper; can give first class references. Address M. S. McClintick, Easton, Ill.

POSITION wanted by young man of 36; married; speaks German; good judge of grain; can handle steam and gasoline engines. Prefer Iowa. Best references given; seven years in last place. Fred, Box 5, care Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of grain business, with opportunity to secure interest. Have had six years' experience in large country elevator, with full charge of buying and selling. Address Lat, Box 6, Grain Dealers Journal Chieges Lil. nal, Chicago, Ill.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

Goffe, Lucas & Carkener,

Kansas, City, Mo.

"A Good Firm to Consign to."

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."





COVER'S Dust Protectors. Rubber Protectors, - - \$2.00

Sent POSTPAID on receip of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.

H. S. COVER 153 Paris St., South Bend, Ind.

Galdwell-Barr Grain Purifier

Process for Purifying Grain.

Fully covered by our several U. S. Letters Patent applications. We can purify Oats, Corn, Barley, Wheat, etc., and remove Mold, Must, Smut, Unnatural Odors, Insect Life and Fungus Growth.

We can take No. 4 and off-grade oats and restore to condition as bright and sweet as Standard or No. 3 Oats, and we can take

No. 3 Oats and make as bright and sweet as No. 2.

We can purify all grain with little heat, and our machine will do its own cooling and drying when necessary after purifying, so that no additional machinery is necessary to prepare grain for shipment.

We can dry moist grain and cool warm grain by bringing it in contact with powerful currents and immense volumes of cool air.

Are you interested? If so, write us, and we will send you descriptive pamphlets and prepaid samples of grain before and after purification. Address

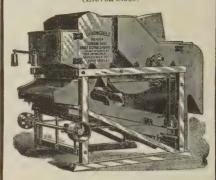
CALDWELL & BARR. Indiana Earl Park,

INVINCIBLE

Compound-Shake Dustless, Double

RECEIVING SEPARATOR

(Eleven Sizes)



Meets every requirement of the elevator and arehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

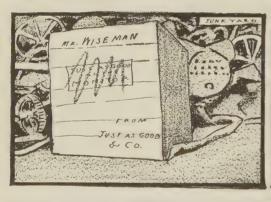
Invincible Grain Cleaner Company

Invincible Works,

SILVER CREEK. - - -N. Y.

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W. J. Scott, 94 Traders Bldg., Chicago, Ill. Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo. Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn. J. N. Bacon, Balcherne Block, Indianapolis, Ind.





In the Junk Yard

My Dear John:

As I sit here I can see into our junk yard, and there is an instructive sight for any miller or elevator man who wants to buy Grain Cleaning Machinery.

Right on top of a heap of old barrels, old iron, and the refuse of worn out and discarded things, lies

the machine that Just-as-Good & Co. sold me over a year ago-with its guarantee pinned to it.

That is an elequent monument to my credulity, and to their man, Sam Slick's smartness.

That monument cost me \$200 and the Monitor machine that took its place cost \$250 and does 135% more work than I could ever coax the old machine into doing.

Then that monument in the junk yard is a never-to-be-forgotten argument against the cheaper-than

Yours hastily,

WISEMAN.

The Huntley Manufacturing

THE MONITOR WORKS

The Best Grain Cleaning Machinery for Mills and Elevators SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

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furnished on app'ication. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always

CHICAGO, ILL., MARCH 25, 1903.

MARKING WEIGHT of grain placed in car on card attached may be of advantage to shipper. What do you think about it?

THE old-time contention that a receiver is bound to handle grain from any who consign to him has been proven untenable so many times that one seldom hears of it now.

ILLINOIS politicians are still content to wiggle along without weighing grain in East St. Louis. They still continue to do some inspecting, but principally through the courtesy of the trade.

UNIFORM FORMS of confirmation of grain bought on track, and uniform practices regarding inspection or time for delivery would facilitate the trade, as well as remove some causes of differences and disputes.

CORN SHREDDERS are maining so many farmers that the "One Armed Farmer" is becoming a sad reality. A few elevator men have put in these arm-choppers, but it is hoped they will soon throw them out.

LENDING sheets to farmers to facilitate their marketing small grain may release the grain dealer from living up to his agreement not to lend grain bags, but is not likely to result in relief from the troublesome practice.

LAW SUITS beget hatred and an unreasonable desire for revenge. Arbitration before experienced members of the trade develops a compromising spirit. The lawyers are not there to feed the thirst for vengeance at so much per feed.

BARRELS of salt water and lightweight fire pails have, by long experience, proved to be the most effective apparatus for extinguishing fires in their incipiency. If you have not provided this apparatus hetter put it in. The cost is merely nominal.

THIRTY-SIX pound clipped white oats is being dealt in enough to warrant the establishment of rules governing the grading of such grain. The fact that such a rule is not provided by the Illinois Inspection Department has led to some misunderstanding and losses.

PROMOTERS of farmers' elevator companies depend entirely too much on their stories about the dishonesty and the enormous profits of the regular elevator man ever to attain permanent success. The most substantial organization cannot last if founded on misrepresentation.

READ "Suits and Decisions" every number and learn your rights as outlined by the latest decisions of the courts. One reported in this number shows that grain elevators located on right of way cannot be assessed by the state and by the local township assessor. The matter will bear careful investigation if yours is so located.

SEED CORN, unless carefully selected and thoroughly dried, is likely to cause the planter much grief this year. Any efforts on the part of the grain dealer to reduce the probability of replanting being necessary will inure to his benefit as well as to the growers. Seed corn should be on the ear, then the largest and best ears can be selected for planting.

PRICES of grain have not yet been fixed by the farmers' trust organized at Indianapolis last winter. We are at a loss to understand why there should be any procrastination in this matter. All present at the meeting were agreed on what was needed, and selected "giant leaders" to carry out the plans adopted. Has the fool-killer found the leaders?

HIGH PRICES, in fact, 3 or 4 cents higher than any market warrants, are still bid by a concern unknown to most dealers, but without obtaining many acceptances. Most of the regular dealers have their eye teeth cut. Suckers who accept impossible prices from new and unknown concerns are likely to lay in a supply of experience that will last them for all time to come.

NO GRAIN man would think of placing an inexperienced manager in charge of a grain station, yet that is what the farmers insist on doing. They will not accept a man who has had any grain trade acquaintances, because their agitators induce them to look with suspicion on all of them. Accordingly their managers get some experience in the grain business and the farmers pay for it.

CONTROVERSIES over inequitable distribution of cars are becoming more and more frequent. It would seem that all carriers are justified in refusing cars to any who have not grain in sight ready for loading at time of ordering car. If the interests of the general shipping public were carefully considered cars would not be given to any for grain store-house purposes, as is done frequently.

INCENDIARISM is a crime dealt with entirely too lightly by the laws of this country, hence incendiaries are virtually under no restraint, but burn property as seems to suit their whims. In the South Dakota column, this number, is offered a reward for the capture of a would-be incendiary. His prompt conviction is to the interest of every property owner.

TENNESSEE'S legislature is considering a bill which makes it a felony to sprinkle grain intended for shipment. No new laws are needed to remedy this trouble, and if they were, the proposed law would not reach the case. Selling water as grain is a deception and the buyer can readily obtain damages for the amount of his loss due to such sprinkling, whether it be done in the state or outside the state.

OBSTINATE dealers who insist on killing off all competition before buying grain at a profit generally attract more competition after they succeed in the killing by their inordinate greed. It is far better to maintain harmonious relations with your competitors at all times and to buy grain only at a price which insures a living margin. That was your purpose when you engaged in the grain business and is the only way you can realize a profit.

OUTSPOKEN, thotless and misguided opponents of farmers' elevator companies lend valuable assistance to the promoters of such organizations by working or talking against them in public. Those who make a specialty of working the farmer by the co-operative elevator scheme are quick to take advantage of indiscretions by the regular elevator men and turn words of opposition to their own advantage. Every knock is a boost to them.

THE IOWA association will devote most of its meeting this year to studying corn under the direction of an expert from the Iowa Agricultural College. It is hoped that the work will result in a material increase in the average yield of corn per acre and thus increase the farmers' revenue as well as the grain dealers' volume of business. The work undertaken is purely practical and merits the hearty support and co-operation of every regular grain dealer in the state.

ALLEGING leaks of crop reports from the Agricultural department has been found a very expensive method of venting one's dissatisfaction with the market. Last summer a firm of brokers of New Orleans alleged that there was a leak in the report of the condition of cotton,

Statistician Hyde immediately sought legal redress in a suit for \$20,000 damages, with the result that he was awarded \$2,500. Sometimes it is very expensive to voice your sentiments or opinions.

RECORDS of car seals are still a thing of the future. It has been pointed out repeatedly that if seals were recorded on B/L at point of shipment, a record of seals taken when car is broken open at terminal market by inspector's samplers or elevator men, as well as a record of the seals used in resealing car, would materially assist in detecting the cause of many shortages. It might increase the work of some identified with the handling of grain, but it would surely place an additional safeguard around the shipper's grain.

DEDUCTING thirty pounds from weight of each carload of grain received, or, in fact, any amount, is forbidden by the Milwaukee Chamber of Commerce. No exchange has a legal or moral right to give away or permit to be taken any grain placed in a car by shipper, either on the excuse that it is sure to shrink by reason of dust arising from it or because the shipper won't kick. Every bit of it belongs to the shipper and should be credited to his account. The natural shrinkage should be borne by those who own the grain when it shrinks.

WEAK foundations have resulted In the collapse of many elevators during recent years. Fotografs of several of these wrecks have appeared in the Grain Dealers Journal, hence it would seem inexcusable for any progressive grain dealer to be satisfied with weak or defective foundations under his elevator. If the house does not collapse, it may settle enough to throw the machinery out of line or result in a hot-box and a destructive fire. The elevator which has not a substantial foundation is invariably worthless as a grain storehouse.

CARRIERS' liability for grain delivered without taking up B/L is again made clear by a decision of a Missouri court cited in "Suits and Decisions," this number. Recently an unusual number of offenders of this character have been reported. It seems that the more business the carriers get, the more carelessly they handle it, with the result that a number of irresponsible parties have obtained control of grain shipments without paying draft, and without the consent of the shipper. The practice of consigning grain "shipper's orders" has become so common that blunders of this kind seem entirely inexcusable.

FIGHTING dealers who refuse to live peaceably with competitors, altho frequently convinced of the error of their ways, are brothers to the dealers who think that when they ask forgiveness for a wrong, it gives them a license to do the same thing over again. Recently the trade has witnessed entirely too much fighting and no margins. The dealers seem to have swapped business acumen for a heavy load of spite, envy and jealousy. The farmers enjoy these fights more than words can tell and study how to encourage them. If the dealers had as much confidence in one another as they have in the farmers, they would not credit all the stories brot to them.

COB BURNERS have not been used very extensively the past winter, but no doubt some elevator men of the corn districts will soon begin to arrange again for their use. Experience has proved beyond all doubt that it is extremely dangerous to spout cobs from cupola of elevator direct into burner. Fire has been communicated to elevator on several occasions by such an arrangement, and no doubt will do so many times more. It is much better to drag cobs out with a chain and drop them direct into the burner. Some have provided metal spouts the first 15 feet from the burner and sought to prevent communication of fire by means of a hanging valve in spout. While this no doubt reduces the hazard, it cannot be considered a perfect safeguard.

KANSAS CITY mill and elevator men recently sought to make their own code of rules to govern those who sold them grain, but the president of the board of trade very promptly tore up their notices. Mill and elevator men seem to have agreed among themselves to form an autocracy of their own within the exchange. In other words, they denied the right of the majority to govern, and gave notice that they would not buy grain under the terms of the reinspection rule providing for acceptance or rejection within 24 hours. If they buy on the exchange they will find it necessary to abide by the rules of the exchange, and inasmuch as shippers are not disposed to give buyers until doomsday for accepting or rejecting the grain, the millers and elevator men will not be able to get round the receivers and buy from the country shippers direct.

ELEVATOR BUILDERS, as well as owners, are beginning to give more heed to fire hazards in the construction of new and the overhauling of old grain elevators which is indeed encouraging. In this number will be found a plan, followed quite closely in the erection of a number of elevators in Indiana, which shows clearly that the question of fire hazard has not been entirely ignored. Not only is the gasoline engine placed in a separate building adjacent to the elevator proper, but it is separated from the elevator by a 9-inch brick fire-wall, which, in view of the fact that not much combustible material will be used in the construction of the power plant, will no doubt suffice to prevent communication of any fire which may be started in the engineroom to the elevator proper. A fire pump in the engine-room may be operated to great advantage when the elevator or cribs catch fire.

LARGE carloads of corn seem to become more numerous as the difficulty of obtaining cars becomes worse, and dealers are disposed to take greater chances than ever in hope of getting their grain to market. It is doubtful, however, whether or not they are justified in overloading cars to the extent of overreaching the limits of safety. On March 12 P. R. R. car No. 65816 was unloaded at the Santa Fe elevator in Chicago. Altho the marked capacity of this car was only 100 .ooo bushels, the shipper had succeeded in loading much in excess of this quantity. When it arrived at elevator it was bulging and leaking badly at grain door. Considerable grain had no doubt leaked out of the car, yet 113,010 pounds of corn were removed from it. Had this car broken in transit and caused a bad wreck the railroad company may have been justified in bringing suit against the shipper for damages due directly to overloading the car. It is not likely that carrier would bring suit for damages to box of car by reason of overloading, as it was a foreign car.

THE last nine months has witnessed more deterioration in grain and greater depreciation of value in grain by reason of excessive moisture than for many years, and the opportunities to reap a golden harvest by the careful drying of grain have been most excellent. Naturally more dealers have put in driers and prepared to handle such grain than during any like period in the history of the grain trade. Farmers could materially reduce the loss due to excess moisture by providing covers for grain when in shock. The heavy losses sustained last year on oats serve but to emphasize the advantage of so protecting grain. But the moisture in corn was not due to any dereliction on the part of the grower. However, if it be permitted to spoil by reason of the moisture contained, the dealer in whose hands it is at time of spoiling is solely to blame. Mechanical facilities for successfully removing the moisture without any fear of damage to the grain have attained that degree of perfection which warrants their use by ever progressive dealer.

BUCKET-SHOP gamblers are making a frantic fight against the enactment of anti-bucket-shop laws in Minnesota and Wisconsin. In both legislatures most excellent bills have been presented which merit the earnest support of every man. The bucket-shop fakirs have long preyed upon the weak and the ignorant who have been beguiled into believing that they were speculating in grain and stocks when in reality they were allured into betting on figures of the keeper's making. Many bucket-shops are tolerated in country

towns simply because the townspeople do not understand their methods for robbing "patrons." Remarkable as it may seem, no one ever patronizes these institutions successfully and collects his money. The game never goes against the shop, altho the dupes may be permitted occasionally to draw out a little money as an encouragement for them to put in more. It behooves every legitimate grain dealer to use his influence with his representatives in the state legislature to enact laws which shall forever close these swindling joints.

FEW shippers have attempted to collect from rail carrier for shortage occuring in shipments, but a Kansas shipper, who suffered a loss of an even 40,000 pounds on one carload, has not hesitated to bring suit against the Santa Fe and the Alton for damages due to the loss. If sufficient evidence is properly presented no doubt shipper will find it an easy matter to collect what is due him, altho the carriers will try to wear him out by delay. When the rush of the freight blockade has passed away many of the shippers will be nursing claims of this character against carriers, who, in their eagerness to get control of grain, have resurrected many old box cars from the scrap pile without regard as to whether or not grain placed in them could possibly be carried to destination. The many leaks seen every day in Chicago yards prove conclusively that many old cars are scattering shipments of grain everywhere. and not always because the shipper has overloaded them.

MANY railroads on whose right of way are built numerous grain elevators insist on placing a clause in lease of ground releasing the company from liability for damage to elevator by reason of fires started by sparks emitted from passing locomotives: 'Many elevator men thoughtlessly permit the insertion of the clause and then are charged extra for it by the insurance company. In Ohio some of the elevator men seem to be free from the necessity of giving this release to carrier. At least one dealer whose house was burned as the result of sparks emitted from a passing locomotive has recently been awarded damages in the sum of ninety-eight hundred dollars. It would seem possible for railroad companies to prevent sparks from being thrown out so profusely as to start fires in adjacent property, but if relieved from all liability for damages which may result, of course there is nothing to impel them to take any precaution. The case recited in our Ohio column this number is one which no doubt will encourage other elevator men to stand for their rights.

REGULAR dealers who are confronted with competition from farmer elevator companies organized on the assessment plan will be encouraged to learn that stockholders are not loyal to the companies, that is they do not pay their assessments on grain sold to other dealers. In fact they find it contrary to their selfish natures to give away to a corporation part of the higher prices obtained from the regular dealer. In some districts regular elevator men have obtained lists of the stockholders of the cooperative companies and rightfully refuse to buy any grain from them, altho paying above the market to others. Companies organized on the assessment plan are not organized to do business according to honorable methods, but for the purpose of bleeding the regular dealer. It is a declaration of war from the start and it is but natural that the dealers should decline to buy from the stockholders. Interest in his own business should forbid him doing so, even tho he can well afford to pay more than is offered by the co-operative company. One would as soon expect a general of an army to give out powder and supplies to the opposing force.

SAVANNAH grain dealers may organize an exchange to regulate the grain business of that district, and no doubt could promote their business interests materially by doing so; but when they undertake to prevent western shippers from imposing conditions of sale in terms, weights and prices, as announced by Georgia papers some time ago, they will run up against a stone wall. Sellers of grain who find their profits entirely disrupted by disadvantageous conditions of sale cannot afford nor will they continue to do business on that plan. Gaining control of grain and selling it before honoring draft of shipper cannot help but find favor with all buyers, but, like every transaction, the selling of grain involves two persons, and the sellers are insisting with more and more persistence that southeastern buyers honor drafts just as buyers do everywhere else in the United States and Canada. The credit system is a relic of a by-gone age which the grain trade cannot afford, in the present day of small margins, to maintain. Shippers do not insist on cash because they are hard up or have not faith in the honesty of the buyer, but because they can use their money to good advantage in other channels, and at a profit; hence cannot be expected to grant unlimited credit.

CIVIL SERVICE reform is making headway in Minnesota as well as Illinois, where earnest work is being done to place the grain inspection department of the two states under civil service rules. The Minnesota bill comes as the result of the Dakota-Wisconsin agitation for the establishment of a grain inspection department at West Superior. The bill, in fact, is introduced by a representative of Duluth and seems to be a good one, in that it provides for a civil service commission

of three, and surrounds the grain inspection department with many restrictions aimed to improve the service. It provides "that the appointment of all employes, clerks, deputies and officers of the state engaged in the inspection, weighing and handling of grain or the reinspection thereof upon appeal, shall be made solely upon the ground of merit and fitness, ascertained by competitve examinations, open to the public, and without reference to the manner in which any appointee shall have acted or voted in poli-It is certainly to be hoped that the bill will become a law, and present prospects are quite encouraging. Any restrictions which can be made that will result in better service in the grain inspection department will be more than welcomed by the members of the grain

Suit to Enforce Order of Commerce Commission.

Suit was brot in the Federal Court at Cleveland, O., Mar. 19, by the Interstate Commerce Commission to enforce its order against the Lake Shore & Michigan Southern and other railroads in the complaint made by the National Hay Asso. to cease the classification of hay in the fifth class, when it is entitled to sixth class rates.

The roads have wholly disregarded and set at naught the order of petitioner and still do neglect and refuse to comply with the same or any part thereof.

The Commission asks the court to enter a decree granting to petitioner a writ of injunction, or other process, mandatory or otherwise, to restrain the Lake Shore & Michigan Southern Railway, New York Central Railroad, Cleveland, Cincinnati, Chicago and St. Louis Railway and the Boston & Maine Railroad from further continuing in their violation of and disobedience to the said order of the peti-tioner, the Interstate Commerce Commission. A penalty is asked to be imposed for each day's delay.

Season's Agreement with Shovel-

The Grain Scocpers Union and the Lake Carriers Association have made an agreement for the coming season that

is very favorable to the shovelers.

The wage scale is \$2.12½ per 1,000 bus., except Sunday work, \$1 extra. (The old rate was \$2.) Handling wet grain, 35 cents an hour, 5 cents above the old rate.

Boss scoopers shall be appointed by the superintendent from among the members

the local union.

When a gang at any elevator refuses to work on a vessel it shall be considered a violation of the agreement and a gang may be sent from any other elevator governed by the agreement, who shall finish or discharge such vessel after the rules of this agreement as though they had originally started her. The men so finishing the cargo shall receive the entire pay for discharging or unloading all of that cargo or at least that part of it consigned to the elevator at which the men quit or refused to work. The men so refusing to work shall be discharged or suspended, as may be determined by the president of the local organization and the superintendent for the Lake Carriers' Association.

LETTERS FROM THE TRADE

THE BIGGEST CARLOAD.

Grain Dealers Journal: The biggest carload of grain ever received at Chicago was weighed by the Chicago Board of Trade weighing department March 19 at South Chicago Elevator D. The car was R. G. W. R. R. No. 2279, and althoits marked capacity was but 80,000 pounds and it was leaking at the side of the car, it contained 117,150 pounds of corn. The dimensions of the car were 40 feet long, 8 feet 2 inches wide and 9 feet high. Some shippers may think that the man who loaded this car removed the roof to get the grain in, but the car showed no indications of such a transaction. A good loading spout or a car loader probably

Trusting that this will set at rest claimants for the prize carload for a few months, I am, Yours very truly, A. P. M.

LEGITIMATE AND REGULAR THO OWNED BY GROWERS.

Grain Dealers Journal: The writer represents the farmers' eltr. at this place, as manager, and he assures the Journal that here at least the farmers' company deserves none of the epithets commonly applied to such firms. It is not a disturber, as it is engaged in the trade for profit and believes in living and letting others live, and, while sharp competition is the regular order of the day with us, we are grateful to the older members of the trade for the courtesy shown us and which we have endeavored to return.

Competition in trade is not bad, but

should it be carried to the point of personal enmity, it becomes very repulsive, and we are glad to say that our station

is a model on this line

The last year's crop was very hard to handle, as one scarcely knew when he has a margin in it because of the weed seed and trash, but we are living in hopes of a fine crop this year and we think the prospect good. We are feeling the car famine now, what may we expect when we have a bonanza wheat crop to move?

—G. F. Rollings, mgr. Farmers Co-oper. Grain & Live Stock Asso., Delphos, Kan.

COLLAPSE OF ELEVATOR.

Grain Dealers Journal: Two articles have appeared in the Journal, written by those who have not had the opportunity

of knowing the facts in regard to the cause of the collapse of our elevator at Freeland Park, Ind., as we do, now that we have cleared the wreck away.

The foundation consists of a solid rubble stone wall, the bottom of the wall being laid with Joliet stone, 3 feet wide and 10 inches thick. The piers thru the center were of the same material except. center were of the same material, except much larger, and neither the outside wall or piers have settled in the least. The di rect and only cause was insufficient strength in the outside wall, which supported the bins over the driveway, which was built of 6 inch cribbing and stayed, each 12 feet, with 6x6 uprights. The contractor was J. R. Caldwell of Hoopeston III a man of lower experience and ton, Ill., a man of long experience and who has built many elevators in eastern Illinois and western Indiana.

Mr. Caldwell, who has always been considered a very competent elevator builder up to this time, had the entire contract for the building at his own bid, agreeing to furnish first class material and workmanship. Was he ignorant of

the strength required of a wall supporting such weight or else was he trying to save on material in order to make his profits greater for the building?—Collier & Songer, Freeland Park, Ind.

FOUNDATION WIDER.

Grain Dealers Journal: In the Journal of Feb. 10 and Mar. 10 I see what is said about barn building, in regard to the Collier & Songer's elevator at Freeland Park, Ind., which collapsed. I want to say right here that it is doing the builder of that elevator a great injustice and is far from the truth. There was no re-semblance to barn building, but to the contrary it was as complete and well built an elevator as can be found any-

went all over the elevator last July and if I could have made proper arrangements here at home I would have bot that elevator, and I was never more surprised in my life than to hear that the elevator had fallen, and could scarcely believe it. I then went to thinking what might be the cause, and solved it in this wise, which has since been found to be correct. The fact is that the fault was not in the building of the elevator proper, but that they dug their foundation down to sand or soft dirt on one side more than the other, and so notwithstanding the fine foundation it settled more to one side than to the other and being a high building and almost all of the weight on that side, it had to go that way.

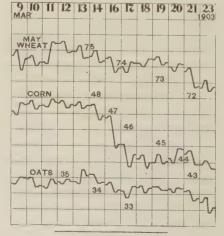
I think that had to go that way.

I think that had they gone only half as deep and had a wider base the house would have stood better. I understand that the builder did not himself superintend this part of the construction and therefore is not to blame. I do not know

I have had 30 years' experience in elevators, both in Illinois and Iowa; have always worked with machinery and this elevator was the best built that I saw in a 3 months' tour of different elevators, and I have no interest in this matter but to help give simple justice.—N. Bentz, Nokomis, Ill.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago, for two weeks prior to Mar. 24, are given on the chart herewith.



A car of wheat shipped by the farmers Viborg, S. D., for the benefit of the Finnish famine sufferers was sold on the Chicago Board of Trade Mar. 23 at 75 cents per bus. to Rosenbaum Bros.

ASKED AND ANSWERED

KIND OF POWER PLANT?

Grain Dealers Journal: I operate a 16,-000-bu. eltr. and handle ear corn and oats. I have a No. 21/2 Western Sheller and Cleaner and elevate the corn 43 feet to the cleaner, then run a conveyor 30 feet long, and have a drag chain 50 feet long to feed the sheller. I am going to add a car loader and am undecided as to what power would be the best to use. If gasoline, what make of engine would be advisable and of what horse power? Ed. Mor able and of what horse power?-Ed. Morris, Magnet, Ill.

TO KEEP WATER OUT OF BOOT.

Grain Dealers Journal: In reply to the question of Thos. Ryan of Tabor, Ill., in March 10 issue of the Journal, "How to keep water out of boot," I will give my plan. All last season it kept one man almost constantly dipping water out of 2 boots. I went to our local hardware store and had heavy galvanized iron tanks made, about 3 feet square or large enough to admit the boot, with chutes at the side to admit grain to the bottom of the boot. The chutes extended out at the proper angle from the box and far enough to bring them on a level with the main body of the tank, which successfully shuts all water out, and at a cost of \$5 per tank.—
H. L. McCombs, DeSoto, Ia.

Books Received.

THE WORLD'S GREATEST POUL-TRY BOOK.-Iowa's acknowledged high rank in poultry production lends authority to its poultry publications. So much ty to its poultry publications. So much misinformation has been disseminated by dilettantes in the poultry business that it is a pleasure to read the annual free catalog of the Iowa Poultry Co. of Des Moines, Ia., containing valuable facts for the poultry farmer. No one interested in poultry should be without a copy. Write

BULLETIN of the Iowa College of Agriculture on moisture in corn contains a statement of the percentages of moisture in cob and kernels in samples of corn from 29 stations in Iowa, of last year's crop, which have been tested by J. B. Weems and J. H. Frandson of the chemical section. The samples were furnished by the Iowa Grain Dealers As-The chemical analyses indicate that the nutritive value of corn grown during 1902 compares favorably with corn of other years, when water free substance or dry matter serves as the basis of comparison. The amount of moisture depends on the maturity of the corn, and in marketable corn grown this year the moisture is not greater than found in corn grown in other years. The chemists contradict the impression that has gained ground regarding the excessive moisture in corn grown during 1902.

Corn husk hats are to displace the Panama in the world of fashion.
Germany's proposed changes in the

grain duties cannot be forecasted until

Roadbuilding in Pennsylvania is contemplated by dividing the cost, the state to bear half, the county and township each one-fourth.

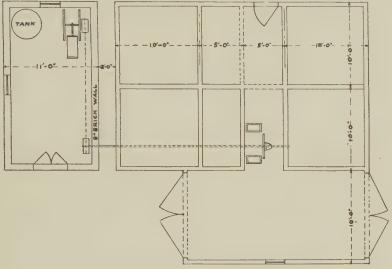
Scully, the landlord, is inserting a clause in leases requiring the tenants of his 200,000 acres to plant 20 per cent of the area in alfalfa.

Against Puts and Calls.

The directors of the Chicago Board of Trade on Mar. 24 adopted the following resolutions against privilege trading:

Whereas, House bill No. 638 and house

Whereas, Said options, privileges, or puts and calls are, in fact, not only devoid of any commercial character whatsoever, but partake more of the nature of gambling or bucket shop methods, and are, therefore, inimical to the markets and to



Floor and Bin Plan of 20,000-bushel Elevator.

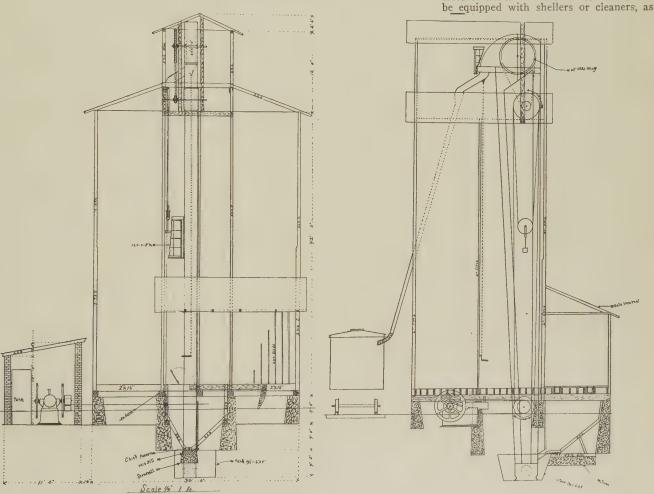
Plan of 20,000-Bu. Elevator.

Babcock & Hopkins of Rensselaer, Ind., are erecting several elevators along the main line of the Monon Railway at Rose Lawn, Fair Oaks, Parr, Pleasant Ridge and Lee, Ind. The arrangement of these houses is shown in the plans reproduced herewith.

The house is cribbed of 2x6 to a hight of 22 ft., and of 2x4 for 20 ft., making the 6 bins 42 ft. deep and giving 20,000 bus. storage capacity. The bins cover a space 20x30 and are surmounted by a cupola 15 ft. high. A lean-to incloses the driveway and protects the dump and sink. At one end is the brick engine room and on the opposite side will be erected a 5,000-bu. crib. The roof and sides of the elevator are covered with galvanized iron.

The machinery consists of one stand of elevators with 7x14 cups, a Chief Ear Corn Feeder, which feeds all kinds of grain from the dump to the elevator boot. From the cupola grain is spouted to the crib, any bin or car. The elevator head pulley is 60 ins. in diameter, giving the belt and buckets a speed of 500 ft. per minute.

Power is transmitted from the 8-h. p. gasoline engine by line shaft into the basement, and thence by rope drive to elevator head. None of these houses will



End Sectional and Track Side Elevations of Five Elevators Being Built for Babcock & Hopkins, near Rensselaer, Ind.

bill No. 645, and house bill No. 679 are

onli No. 045, and house bill No. 679 are now pending before the general assembly of Illinois; and,

Whereas, The adoption of any of these bills will annul section 130, chapter 38 of the criminal code in so far as it prohibits dealing in options or so-called "puts" and "calls"; and,

the dignity and good name of this asso-

the dignity and good name of this asso-ciation; therefore be it Resolved, By the board of directors of the Board of Trade of Chicago that it earnestly and respectfully protests against the adoption of said house bill No. 638, or said house bill No. 645, or said house bill No. 679, or any of them.

all grain received is loaded into cars and sent to the firm's large transfer elevator at Rensselaer, which is thoroughly equipped with shellers, cleaners, clippers, purifier and drier. The elevators were designed and their erection is being supervised by Chas. E. Nowels of Rensse-

Annual Meeting Kansas Association.

[Special Telegram.]

The first session of the seventh annual meeting of the Kansas Grain Dealers Asso. was called to order by President Cortelyou at 7:45 p. m., Mar. 24, in the Midland hotel at Kansas City. He said:

Gentlemen, I am glad to see such a good attendance. It is gratifying to the officers. It shows a large interest in the asso. and its work, and I am sure all appreciate it. First on the programme is the president's address.

PRESIDENT'S ADDRESS.

Gentiemen:—The Kansas Asso, of grain dealers have met in their seventh annual convention under very favorable conditions. The last year, from an association standpoint, has been a quiet one, and that very fact is a favorable condition. We have passed the year in peace and harmony with the outside business world, as well as among ourselves. The strenuous times of former years have not been repeated this year, all of which goes to show that the Asso. and its work and principles are fixed on a good solid business platform, and that the grain trade has fallen into its regular legitimate channel through which the business is done with satisfaction, both at home and abroad. It shows that the legitimate results of organization, are a better feeling at home among individual dealers, and commanding greater confidence and respect abroad at the different market centers. I am glad to note the increase of that genuine friendliness, that should exist between the country dealers and Asso. members and the grain trade at market centers, and especially, at what many of us justly call our home market, Kansas City. No one will deny that this feeling brings about better trade relations between the two branches of the grain trade and encourages reciprocal respect and confidence. The best evidence of this feeling is the result of the vote in the Kansas City Board of Trade on the resolution regarding the re-inspecting of grain; that it should be called for within twenty-four hours after the sale was made. This was a request made to the Board of Trade by our Asso. and was carried by a large majority.

The old idea that our Asso. was an illegitimate burposes, is fast passing away.

We are confident that the honesty and integrity of our intentions are more and better appreciated every year and that we can well trust in the old adage, "He laughs best who laughs last."

The work of our Asso. in the past has been, done in the same line we have followed, that of improving our surroundings and extending our influence, keeping ourselves within

past history. You must acknowledge that this puts the trade in a better position than ever before, and that the country dealer, that part of the trade most benefited by our Asso., are on the same basis as the large shipper and line elevator companies. Again the troubles at the terminal markets are now few and far between in comparison with only a few years ago. Weights and inspections are very much nearer that state of perfection so desirable to the country and with methods of arbitration in vogue as between those who have real or fancied differences, it seems that we can only take an optimistic view of the future and rest content with the thought that the grain dealers' millennium is one year nearer.

Secretary Smiley read the minutes of

Secretary Smiley read the minutes of the last meeting, which were approved.

The president appointed the following auditing committee: F. P. Lint, Atchison; M. H. Roller, Circleville; J. G. Maxwell, McPherson.

Secretary Dorsey of the Texas Asso., who was on the programme for an address, was unable to be present, likewise Colonel Prouty of the Oklahoma asso.

Secretary Smiley: The question for discussion to-night is, What shall we do to promote harmony among grain deal-We want an expression from each.

F. P. Lint, Atchison: Get acquainted with every fellow and get next to him.

Geo. A. Stibbens, secretary Grain Dealers National Asso.: Mr. President and gentlemen, I think I know what harmony among country dealers means, having been a country dealer for twenty years. know what the condition was in southwestern Iowa prior to asso. work, and know what it is to-day. Prior to 1898 elevator property was not worth 50 cents on the dollar; to-day it is worth 200 cents, because grain dealers of that section are working in harmony. The trouble with working in harmony. The trouble with the grain dealer is he believes everybody else better than his competitor. If a man comes into your office and says your competitor is paying one-half to three-quarters of a cent more than you are offering, you believe him. The thing for you to do is to get acquainted with your competitor. Previous to organization the dealers were overbidding each other and never made money, while now they are all making money. You can do the same in the state of Kansas as has been done in southwestern Iowa. Do not be afraid of spending fifteen or twenty dollars in coming to these meetings. It is well invested; don't think because you haven't any trouble it does not do you any good to belong ble it does not do you any good to belong to the asso. You must have money to run the asso. Get friendly with your competitor. Don't convict him of a thing unless you can prove it.

Mr. Beyer: In our section the farmers have an idea we are robbing them. They organized a farmers' co-operative asso. and have shipped some corn. The only thing we can do is to let them go ahead. They are getting over it fast.

E. F. Madden, Hays City: business is not new to me, as I have been in it about thirty years. It pays to be acquainted with your competitor, and friendly with him.

M. G. Patterson, Clay Center: We get

along better when we are acquainted with each other. When we work harmoniously we do not have to pay more for grain than we can get. I fully believe in organization.

Mr. Smiley: We have with us E. N. Bailey, Axtell, brother of Gov. Bailey of

Mr. Bailey: I am heartily in favor of organization.

A. V. Nelson, Hiawatha: A few years ago my brother said he was going to invest in elevator property in Kansas and I told him I thought he was crazy. There were two or three scoopers at every station. He said he thought they would soon become organized in Kansas, the same as in other states, and they did. Now we are

well pleased with our investment.
Wm. Murdock: When I went into the clevator business elevator property was worth about 37 cents on the dollar. After I had bought property and been in the business about two years I made up my mind I had paid about 30 cents on the dollar too much. I still have the property. Since organization it has increased and I am well satisfied with it. But there are a am well satisfied with it. But there are a few other reasons why elevator property has increased in value. The crops have been greater. We have become better ac-The crops have quainted with each other and with the

Mr. Reed, Louisburg: I am in the business at different stations. The grain business is a legitimate business. It pretty business. It is a business that there is money in. As far as competition is concerned, we have had that in the way of scoopers, of elevators and with our commission men. They found that their trouble is the commission men send out bids to scoopers, to farmers, and they will send bids to some old woman and ask how much she will take for her cribbed corn. She may have a son who may come into town and by chance drop into the exchange. They will ask him how much his mother will take for that cribbed corn. If a man wants to scoop grain at a price for which I can handle it, that's all right. Let him scoop. I will sit back and rest while he scoops.

H. W. Work, Ellsworth: I believe in the policy of live and let live.

Mr. Cummings, Sabethar, We are not

Mr. Cummings, Sabetha: We are not having any trouble. Everybody is making a little, and seems to be satisfied. In regard to a legitimate profit for handling grain, I would like to know what it is.

A. Wander: I have been a member of

this asso, since its organization and realize it has done a great amount of good, but so far as harmony is concerned I do not think it has done much in our section

not think it has done much in our section because we always were harmonious.

J. R. Giles: I have always found organization a good thing. The farmers are organized. They have that right. Every line of industry to-day is organized. There must be organization in order to accomplish anything. If this asso. would go to pieces I would join another.

I have belonged to the Kansas Asso. since it started, although I have not got anything out of it. I am in it because I think it helps the other fellow. The farmers built an elevator at our station several

ers built an elevator at our station several years ago at an expense of \$25,000, but it was not long before they brot their grain to us. It is hard for the farmers to get together and run a grain business successfully. We are experienced in the business and can do it better than they. We want to keep up our organization and

make it bigger and stronger.
Perry N. Allen, Coffeyville: I have observed where harmony has existed between different parties by their meeting

better profits are obtained.

Mr. Miller: At present some grain men think all those people have to do is to meet with the miller and grow acquainted with him. I would like to have you bring up for discussion to-morrow the relation

existing between the grain man and the

President Cortelyou: I want to thank you for the interest and active part you have taken in this discussion. The meeting stands adjourned until 9:30 to-morrow morning.

WEDNESDAY MORNING SESSION. Meeting was called to order by President Cortelyou at 10:25.

The following committee on resolutions was appointed by the president: H. Work, Ellsworth; J. T. White, Ada; H. A. Carleton, Cawker City.

Secretary Smiley read his report as fol-

Jereal Similey Feat his report as follows:

Mr. President and Gentlemen:

In presenting this, my sixth annual report, I ask your kind indulgence. The year past to many of the dealers, especially those in the northwest quarter of the state, has been a great disappointment on account of the partial or entire crop failure. Many of the dealers on the main line and Lincoln branch of the U. P. R. R., as well as the dealers located on the Central Branch Ry., have been practically out of business. Had the crop been an entire failure, from a grain dealer's standpoint they would have been better off, as they could have closed their houses and engaged in other business. In the wheat district in the central and southern part of the state, owing to the inferior quality of wheat and their inability to secure equipment to move purchases promptly, many material losses were sustained. Accordingly our membership has been reduced the past year.

MEMBERSHIP.—One hundred members

ly our membership has been reduced the past year.

MEMBERSHIP.—One hundred members have been dropped from our rolls the past year for the following reasons: 56 sold out; 25 out of business on account of no crop. I have reason to believe that practically all of those that have withdrawn will rejoin the present year if a crop is raised. The number of applications received and approved the past year are 75; showing a net loss of 25. There have been more changes in the grain trade the past year than any single year since the Asso. was organized. It is gratifying to know, however, that the changes occurring have been for the betterment of the grain trade, as the new dealers, with few exceptions, are men of more than ordinary ability and let live."

the new dealers, with few exceptions, are men of more than ordinary ability and have engaged in the business to "Live and let live."

TERMINAL WEIGHTS.—Frequent complaints of short weights at Kansas City, as well as Memphis, Tenn., have been filed in my office during the past season. A thorough investigation of a number of these complaints failed in most instances to fix the blame on either the transportation company or the terminal elevator. To illustrate: A car of 50,000 lbs. capacity was loaded with wheat at a point on Santa Fe R. R., shipper loading in same capacity of car, or 50,000 lbs. Shipment was made to Kansas City firm with notation on B. L. that same be weighed at their first weighing station, a point distant 20 miles from point of origin. Car arrived in Kansas City in due time and was inspected by Kansas City Inspection Department, turned over to the C. & A. Ry., to be delivered to the Missouri Eltr., but on its arrival at elevator, Board of Trade Weighmaster made the notation on record that seal on side door was broken and a noticeable depression in grain in center of car. It was further alleged that the car was carefully weighed at time of unloading and weighed over hopper scale and showed a loss to shipper of 287 bus. Shipper had notified his commission man the exact contents of car, and on receiving account sales showing this excessive shortage, he requested that his commission merchant make an investigation at that end of the line. This investigation are vealed the fact that the railroad weight was 200 lbs. in excess of shipper's weights, and that the car arrived in Kansas City in apparent good order. Not being able to collect that the railroad weight was 200 lbs. in excess of shipper's weights, and that the car arrived in Kansas City in apparent good order. Not being able to collect that in their possession, claim would be paid in full. After an unreasonable length of time all papers were returned to me respectfully declining to entertain the claim, assigning as their reasons that they had

delivered this car of grain to the C. & A. road at Kansas City under the original seal and Kansas Inspection seal, and car in good order and had a receipt from the C. & A. to prove their assertion. As the unfortunate shipper had no contract with the C. & A. road to deliver the grain to the commence the would be necessary for him to commence the would be necessary for him to commence action at once in the district court of Jackson Co., Mo., but this he declined to do. I do not hesitate to say that where evidence can be shown that car seals have been tampered with while grain is in transit or loss resulting in transit from any cause, the transportation company can be compelled to reimber the compelled to

be one hundred dollars per annum, and mileage to and from commissioners' place of meeting while occupied with official duties. The term of office of above mentioned commission shall be two years. The term of the official state paper of the possibility of the properties of the prope

up against this proposition the present year and they fully realize what it means. This matter will be open for discussion and I trust that every one of you will speak freely on this subject.

TRACK BUYERS.—There have been fewer complaints filed with me the past year of track buyers than at any time since the organization came into existence. In some localities, farmers have endeavored to ship their own grain, even where they have no facilities whatever for handling, but on account of the inability of the transportation companies to furnish equipment very few of them succeeded in securing the equipment when desired.

I had a talk with two of the commissioners relative to the matter and advised them that the regular elevator owners and operators at the points from which complaints were made had been practically forced out of business on account of the inability of the company to furnish cars and that where one farmer was accommodated by furnishing him a car, probably a half dozen were discommoded by not being able to deliver less than car load lots to the elevator people. I am sorry to say that there are quite a number of agents of the railroad companies that do not use good judgment in dealing with farmers, especially in matters of this kind. With the exception of two or three firms in Kansas City and one in Chicago, I know of no commission merchants and track buyers that are purchasing or soliciting business from irregulars. I quote you from a letter received from a prominent commission firm that two years ago insisted on handling the consignments of irregulars when same came to him unsolicited: "Answering your favor of will say that we have only received two consignments the present year from those not regularly engaged in the business and do not anticipate any further shipments of this kind in the future." In this connection I wish to state that there are a number of elevator owners and operators in the state of Kansas that are not to-day members of our Association, that do not contribute to the su

firm name or go out of business in the near future.

LOCAL MEETINGS.—In the central and southern part of the state the past year there have been fewer local meetings held than the two years previous, for the following reasons: In the central and southern counties there was a determination on the part of the farmers in certain sections to organize, build elevators and engage in the grain business, believing that they had been taken advantage of by the regular grain dealers and that the Kansas City Grain Dealers Association was responsible for this state of affairs. I believe that the majority of the farmers in the sections referred to were honest in their intentions and believed the statements made them by certain agitators that visited them at their home and met with them at their school houses weekly. In several sections I was requested not to hold any local meetings, the dealers believing that it would only

tend to further create suspicion in the minds of the farmers and give these agitators something on which to base their false statements. In the northern and northeastern part of the state the usual number of local meetings have been held and I am pleased to state that at no time since the organization has been organizathan and as little friction between local dealers. I strongly favor local organization and believe, in fact know, that the only way to maintain harmony in local districts is for the dealers that come in direct competition with one another to meet every 30 to 60 days and exchange ideas and become better acquainted. Should a crop be produced the present year as all indications favor, I believe that the state should be divided into at least sixteen districts and meetings held at least every 60 days. I consider time and money spent in attending local meetings well spent, and believe that every dealer present here today will admit the truth of this assertion. TRADE MARK.—For the following reasons I would recommend that this organization establish a trade mark and that each member of the Asso. be requested to use same on his letter heads. If in the opinion of the Association, provisions should be made for sending same to every member. First, the reason for this suggestion is that Texas dealers, members of the Asso., they being largely in the majority, have the present year refused to purchase grain or make bids to dealers not members of other local organizations. Several dealers in the central and southern part of the state learning of this, wrote Texas dealers that they were members of the Kasnas Grain Dealers Asso. and had grain to offer. They either made a price which was accepted or accepted bids made by Texas dealers and in most instances made overdrafts on the shipment which they refused to make good. Members of the Exas Asso. wrote me advising me of the fact and when I notified them that these parties were not members of the Association sin the past year tends to only one case submitted for arbit

preventing these bills becoming a law are entitled to the thanks of every member of the Asso.

RECIPROCAL DEMURRAGE.—It is not my aim to criticize the legislature for having failed to pass certain laws of which the people are in great need at this time. I refer to reciprocal laws governing the collection of demurrage charges by railroad companies. For the transportation companies to exact demurrage charges while cars are being loaded or unloaded after the first 24 hours, is a rule which is rigidly enforced by the railroad companies. The transportation companies of the state are public carriers and it is as much their duty to furnish cars when ordered by shippers as for shippers to load the cars within a reasonable time when furnished. Now, I maintain this position, that in theory the transportation companies are the servants of the people, that their interests are not conflicting but reciprocal and mutual and that it is the duty of the government to lay down and define by legislative enactments the rights of the corporations. Under these circumstances I am chagrined to admit that the failure of the late Kansas Legislature to legislate upon this matter is of the gravest concern to all. Why should not the shipper have an equal chance with the corporation owing its existence to law? If

it is fair for a railroad company to charge demurrage, for keeping a car overtime while loading or unloading the same, then by the same code of reasoning it is also fair that railroad companies should pay an equal amount for the time cars for loading have been ordered and not furnished. I would therefore recommend that this association begin a campaign to ask the next legislature to give the people this much needed relief.

this association begin a campaign to ask the next legislature to give the people this much needed relief.

POSTING MEMBERS.—We have endeavored to keep our members posted through bulletins and at local meetings and have placed with all members the Official List of the Texas Grain Dealers Asso. and have warned them to confine their dealings with the names found on this list. I think this advice has been heeded as I have received no complaints from our members or members of the Texas Asso. charging either parties with violation of contract. While in conversation with two prominent receiving firms, members of the Kansas City Board of Trade, the last week of the year, they told me that they were not carrying one dollar overdraft against a member of our Asso. This certainly speaks volumes for the Asso. and shows that the action on the part of the Asso. in driving out of business the irregular, illegitimate dealer, has not only been a benefit to the country grain dealer, but the receiver as well. It might be well to add that the firm referred to have printed on their letter heads: "We will not receive consignments from those not regularly engaged in the grain trade." Would it not be a good idea for dealers, members of our Asso., to have printed on their letter heads: "We will not do business with firms that solicit and handle the business of irregular dealers"? Consider this well and I think you will decide that terminal dealers that portect your interests are entitled to a large share of your business. Gentlemen, I desire to extend my sincere thanks to the officers and members of the Asso. for the assistance and support given me the past year. I earnestly hope to see the ensuing year one of success for the Asso. and prosperity for all of its members.

Mr. Kueker moved the adoption of secretary's report. The motion was second-

Mr. Kueker moved the adoption of secretary's report. The motion was seconded and carried.

Treasurer Smiley read his financial report, which showed receipts from Jan. 1, 1902; to Mar. 21, 1903, of \$4.210.13; disbursements, \$4,042.44. Balance on hand, \$167.69. The report was adopted.

President Cortelyou introduced Secretary Stibbens of the National Asso., who read a paper published elsewhere in this number

President Cortelyou introduced A. H. Bennett of Topeka, who read a paper on "What benefits are to be derived in establishing a grade known as Kansas turkey wheat," and which will be published our next number.

Chairman J. A. White: Does anyone wish to discuss this subject?
E. F. Madden: I am heartily in favor of the sentiments expressed by Mr. Bennett and think the Asso, should take some action in the matter. action in the matter. As it is dinner time I suggest that we take up this discussion this afternoon.

Chairman White: If it is the desire of the convention we will stand adjourned.

WEDNESDAY AFTERNOON SESSION.

Wednesday afternoon meeting called to order at 2:30 by President Cortelyou, who presented letters of regret from absentees.

A motion recommending F. W. Frasius for member of Kansas Inspection Commission was lost and the asso. decided not to recommend any one.

P. Lint, chairman of auditing committee, reported treasurer's financial statement to be correct, and recommended that the members do not delay payment of dues until draft is made as exchange on drafts robs the asso, of much of its rev-

H. Work, chairman of the committee

on resolutions, presented its report. Resolution of thanks to W. T. Harris, of Dickinson county, for introducing grain grading bill was adopted. Resolution recommending adoption of grade of wheat to be known as Kansas hard turkey by the Kansas and Missouri inspection departments was carried. Resolution rec-ommending sending of bids for grain in envelopes only, and only to legitimate grain dealers, was carried. Resolution placing selection of secretary-treasurer in hands of the board of directors was lost. A substitute motion voting the secretary an addition to his salary for the last year of \$300 was carried. A long resolution

er had to see it. W. L. Penny had a 12-

er had to see it. W. L. Penny had a 12-h.p. Cook Gas Engine shipped by express for the benefit of prospective customers. Souvenirs: Ben Ordway gave pocket rules to those who desired to measure the earth. Croysdale, Jr., gave lead pencils to those who might have occasion to write to W. E. Croysdale & Sons.

From Missouri: H. A. Koster, Platte City; Clift Thomson, Slater; C. E. Gorman, Wakenda, Mo.

From St. Louis: R. H. Wheeler, representative Dan'l P. Byrne & Co.; E. E. Roahen, representative J. H. Teasdale Commission Co.

Commission Co. Among Kansas people present were:

An Engineering Feat.

The fotograf of the remarkable conveyor reproduced herewith explains in a graphic manner how one proprietor of a grain elevator brought a railroad corporation to terms.

Unable to get a side-track J. J. Hadley, grain dealer at Osco, Ill., "got around the railroad company and a hateful competitor by erecting a conveyor which in length and height is unequaled at any country station in the United States."

From the elevator to the opposite side of the street the conveyor spans a distance of 80 feet. Making a right angle



Long Car Loading Conveyor from Elevator of J. J. Hadley at Osco, Ill.

recommending the appointment of a committee of three to formulate a suitable railroad law fixing railroad rates and regulations for transportation companies for presentation at the next annual meet-

ing, was adopted.

The election of officers resulted in the election of L. Cortelyou, Muscotah, for election of L. Cortelyou, Muscotah, for president by unanimous vote, who thanked the asso. for the honor. Ballot for vice-president resulted in the election of H. Work, Ellsworth. E. W. Bailey, Bailey-ville; Geo. H. Hunter, Wellington, and A. T. Rodger, Beloit, were elected members of the directory. Ballot for secretary resulted in the election of E. J. Smiley, Topeka.

The convention adjection of ley, Topeka.

The convention adjourned.

CONVENTION NOTES.

Wednesday evening the visiting dealers will be the guests of the Kansas City Board of Trade at the Grand Opera House. After the theater will be tendered a luncheon and smoker in the banquet hall of the Midland Hotel.

hall of the Midland Hotel.

Machinery men present: S. J. McTiernan, representing Huntley Mfg. Co.; J. N. Heater, representing the S. Howes Co.; Edward A. Ordway, representing Invincible Grain Cleaner Co.; B. P. Ordway, representing Bradley, Alderson & Co.; W. L. Penny, representing the Cook Mfg. Co.; C. P. Booth and C. A. Thurber, representing Marseilles Mfg. Co. Exhibits: Ed Ordway had a No. 3 Invincible Clipper in the main entrance of

vincible Clipper in the main entrance of the Exchange building, where every deal-

P. N. Allen, Coffeyville; R. F. Antle, Atchison; L. J. Bailey, Claffin; E. N. Bailey, Baileyville; G. G. Baker, Everest; J. V. Burroughs, Plainville; A. H. Bennett, Topeka; W. H. Beatty, Norway; T. J. Blake, Pleasanton; L. Cortelyou, Muscotah; J. Charlesworth, Richland; W. H. Connett. Axtell; D. Coleman, Dennison; cotah; J. Charlesworth, Richland; W. H. Connett, Axtell; D. Coleman, Dennison; J. P. Cummings, Sabetha; J. H. Claussen and wife, Wilson; Geo. Craven, Summerfield; F. A. Derby, Sabetha; R. W. Dockstader, Cawker City; H. Dreany, La Crosse; S. J. Eales, Burrton; W. J. Evans, Lawrence; J. M. Flint, Wellsville; R. B. Gibbs, Morrill; M. S. Graham, Zurich; J. A. Grier, Anness; E. B. Hedge, Perry; H. A. Hanson, Kanona; E. Harrington, Baker; B. F. Hahn, Concordia; G. W. Irwin, McLouth; I. B. Kirkpatrick, Oswego; W. D. Kuhn, Holton; F. P. Lint, Atchison; J. McManis, Goff; M. L. Marshall, Asherville; A. V. ton; F. P. Lint, Atchison; J. McManis, Goff; M. L. Marshall, Asherville; A. V. Nelson, Hiawatha; M. G. Patterson, Clay Center; B. C. Ragan, McLouth; W. M. Reckeway, Wetmore; W. M. Reed, Louisburg; A. L. Rogers, Beloit; M. H. Roller, Circleville; W. L. Taylor, Topeka; H. M. Walton, Coffeyville; W. S. Washer, Atchison; C. S. Wilson, Lyndon; E. A. Woodman, Mahaska; H. Work and wife, Ellsworth; J. A. Wood, Ames; J. G. West, Topeka.

The Texas wheat crop has another advantage; it is not only "ruined" earlier than the Minnesota crop, but it gets on the market earlier.

turn it extends down the street 220 feet, and discharges into the car thru a spout 22 feet in length. The grain travels a total distance of 322 feet.

The conveyor is driven by a steel cable

with sheave wheels, power being taken from the elevator head, in connection with which the conveyor is operated. At the right angle the drive is carried on mill wheels.

The fotograf is one of an interesting collection that adorns the office of the Younglove & Boggess Co., at Mason City, Ia., who designed and built the conveyor.

Mr. Hadley's persistence in the face of difficulties has been rewarded by the Rock Island & Peoria Road recently granting him the desired side track.

Stockholders of the Farmer Co-operative Elevator Co., of Haven, Kan., have applied for a receiver.

The Corn Products Co., on Mar. 17, declared the annual dividend of 4 per cent on the common stock, payable in four installments.

The only 2 years where the farm reserves of corn were over 1,000,000,000 bus. were 1896 and 1897, and the market price in those 2 years was in the 20's; and in no year when the farm reserves were more than 500,000,000 bus. was the price above the 30's. This year the farm reserves are about 10 per cent less than they were in 1897 and the price is about 100 per cent higher.—Van Ness & Wilson.

Grain Trade News

CANADA.

Pembroke, Ont.-Ed. Dunlop will build an eltr.

build an eltr.

Welwyn, Assa.—The farmers are building an eltr.

Ft. William, Ont.—The Ogilvie Flour Mill Co. will erect a mill and eltr.

Winnipeg, Man.—The Western Eltr.
Co., Ltd., has increased its capital from \$100,000 to \$300,000.

A system of eltrs. along the lines of the C. P. Ry. and the C. N. Ry. is contemplated by Andrews & Gage, of Minneapolis Minneapolis.

C. N. Bell, secretary of the Winnipeg Grain Exchange, and J. X. Perault, of Montreal, will be the secretaries of the Dominion transportation commission.

Dominion transportation commission.

Ft. William, Ont.—Since the settlement of the strike 150 men have been at work on Eltr. E and the tanks are expected to be up in less than a month.

Dundalk, Ont.—John Sinclair shipped during one week, 5 carloads of mixed oats to Havana, Cuba. The grain was in sacks and each car contained 1,300 hts.

Winnipeg, Man.—The Crown Eltr. Co. has ordered to separators from the Invincible Grain Cleaner Co. to be installed in its eltr. now in course of erec-

Ft. William, Ont.—The C. P. Ry. has received orders to ship 200,000 bus, of grain to its new eltr. at Montreal and 17 carloads have already been billed for

Montreal, Que.—The W. W. Ogilvie Milling Co. will erect a 500,000-bu. eltr., which will cost \$250,000 and be fireproof. The contract has been let to the J. S.

Some unlucky shipper who is waiting for his grain to arrive can account for the delay in the burning of 8 cars loaded

with corn in a wreck on the Grand Trunk at Oakville, Ont.
Dauphin, Man., Mar. 17.—The farmers of this district have marketed about 275,000 bus. of wheat, 40,000 bus. of which was loaded on track and shipped by them.-F. E. Chase, buyer for North-

orn Grain Co.

Grain dealers and farmers agree that the Manitoba grain act is defective. A recent judicial decision has shown its injustice. A united demand will be made upon parliament for a revision of the regulations distributing cars.

Moose Jaw, N. W. T.—Farmers held

Moose Jaw, N. W. T.—Farmers held a meeting and demanded that the government collect and publish the figures ernment collect and publish the figures showing the amount of grain handled by eltr. men, and the prices paid and received. Populism appears to be growing rank.

Winnipeg, Man.—The Imperial Eltr. Co. incorporated, \$500,000 capital. Incorporators: W. J. Bettingen and Melville Boyd of Minneapolis. C. A. Bettingen and Melville Boyd of Minneapolis.

corporators: W. J. Bettingen and Melville Boyd of Minneapolis, C. A. Bettingen of St. Paul, W. C. Leistikow of Grafton, N. D., and J. K. Cummings of Detroit City, Minn.

The C. P. Ry. and the C. N. Ry. have issued a joint tariff to and from eastern Canada by the way of North Bay and Port Arthur, as against freight going by the way of St. Paul and Chicago. This cuts Manitoba from the southern gateway, as the two roads working togateway, as the two roads working togethers can induce shippers to patronize

the all Canadian route

Montreal, Que.-The Chamber of Com-Montreal, Que.—The Chamber of Commerce has passed a resolution opposing the granting to the C. P. Ry, the right to extend its grain conveyor galleries across the harbor front, objecting to the granting of additional privileges of any kind to any corporation or individual until a definite plan of warehousing and railroad facilities has been approved by the harbor commissioners and sanctioned by the government the government.

In the case of the Canadian Pacific railway agent at Sintaluta the court's decision defines the meaning of the Manitoba grain act. An applicant for several cars at the beginning of the season will get one car, and he will not get the second car until all other applicants have each received a car. No altresticts cants have each received a car. No eltr. will get cars while prior applicants at loading platforms have received none.

Farmers having grain stored in eltrs. have no right to order cars.

The 24th annual report of the Winnipeg Board of Trade reflects the prosperity of that city which is being enjoyed by the grain trade and other inductive in which is received from the company of the store of the dustries in which members of the Board are engaged. In his annual address Pres. John Russell calls attention to the need of having terminal eltrs. at Port Arthur and Fort William under other than railway control; and also favors the granting of stop-over privileges whereby a sample market for grain could be built up at Winnipeg.

When it is considered that modern machinery enables a single farmer to produce much grain the remarkable increase in the production of the Canadian Northwest is easily understood. The big increase last year was accomplished by only 30,000 immigrants. The immigration this season is estimated at 100,gration this season is estimated at 100,000. If weather conditions are at all
favorable the crops should break all
records. Pres. John Love of the Winnipeg Eltr. Co. says: "Those coming
over from Minnesota and Dakotas will
put in a good deal of flaxseed, appreciating the success of that crop in virgin
soil. The other new farmers will put soil. The other new farmers will put in wheat. The increase in production will show most next year. We figure at Winnipeg our farmers now have about 10,000,000 bushels of wheat to spare from last crop, and we have gone over the situation so carefully we think the figures close to the facts.'

CHICAGO.

Board of Trade memberships are sell-

Wm. E. McHenry has been acquitted in court of the charge of larceny.

Jas. M. Ball has posted his membership in the Board of Trade for transfer.

Applications for visitors' tickets hereafter must be signed by a member of

Karrick, Gray & Williams have transferred their trades to the Peavey Grain

Co. temporarily.
Albert Schwill & Co., maltsters, have increased the board of directors from 5 to 7 members Lowell Hoit & Co. have removed to

a more commodious suite of offices at

a more commodious suite of offices at 52 Board of Trade.

The Chicago Consolidated Brewing & Malting Co. will erect a 7-story eltr., which will cost \$40,000.

Theodore H. Nevins, formerly a prominent member of the Board of Trade and later a guide, is dead.

Weare Grain Co. incorporated, \$100,000 capital. Incorporators, Wm. M. Klein, John C. Burchard and B. A. Langdon.

W. K. Conenhaver, Edward Ryan and

W. K. Copenhaver, Edward Ryan and M. K. Bettes, former Open Boarders, have bot memberships in the Board of Trade.

The new tile elevator of the North-western Yeast Co. has nearly been com-pleted by the Barnett & Record Co. P. A. Stephens has returned from the

south and has taken charge of the shipping department of J. P. MacKenzie.
C. A. and P. B. Weare have been suspended from the Board of Trade for and two years for violation of the

Joe Weil, a well-known and popular trader, formerly on the Open Board, has purchased a membership in the Board of

Trade.

The Weare Grain & Eltr. Co. incorporated, \$100,000 capital. Incorporators, W. F. McDermott, DeForest M. Neice and J. C. Burchard.

Thos. H. Seymour, who became a member of the Board of Trade in 1859 and who has been in the grain trade since 1860, has retired.

L. B. Wilson, of Van Ness & Wilson, has returned from a trip thru California, Arizona and old Mexico much improved in health, strength and vigor.

Keitel & Co. incorporated, \$10,000 cap-

Keitel & Co. incorporated, \$10,000 capital. Incorporators, Rudolph Keitel, Frank S. Miller and Samuel Wilson. Will manufacture grain products.

The better class of members are desert-

that is, those of them who have the price.

Thos. J. Martin's 61st birthday was a bright day in his calendar. His many friends among the oats traders presented Mr. Martin with a bunch of 61 roses.

Low grades of corn new activing a second of the second o

Low grades of corn now arriving are said to be in better condition for drying than the earlier shipments. Their price than the earlier shipments. Their price has moved up a few cents closer to the

A clique of bucket-shops calling themselves commission companies finds it exceedingly profitable to work their so-called market on the "now you see it, now you don't" plan.

The violation of rules committee has

The violation of rules committee has recently ruled that a member of the Board of Trade selling grain thru another is not entitled to brokerage on the grain sold for his own account.

Elliott H. Phelps, who retired from the firm of Milmine, Bodman & Co. about 6 months ago and who was formerly an active member of the Board of Trade, died March 15, at Santa Barbara, Cal.

J. P. Mackenzie, who has been with the Great Western Cereal Company for

the Great Western Cereal Company for the last year and a half, and previously with the American Cereal Company for 14 years, has embarked in the grain commission business with offices at 265

commission business with offices at 265 La Salle street, where he will be pleased to receive his many friends in the trade. To urge the passage of the bill placing the Illinois grain inspection department under civil service President Chandler of the Board of Trade appointed the following committee to go to Springfield: B. A. Eckhart, chairman; Z. R. Carter, I. P. Rumsey, W. S. Jackson, J. T. Rawleigh, T. M. Hunter and J. W. Fernald.

Wm. Young & Co. have been obliged to order their trades closed out. liabilities are about \$5,000, and the firm expects to resume business soon. Wm. Young, Jr., says: "It has been a case of dull business, of misplaced confidence in customers who promised to put up margins and failed to do so, and, to a small extent only, of unfortunate speculation."

The Grain & Stock Protective Bureau will begin operation April 1. As a leading feature of the bureau is the exchange of information regarding delinquent customers the greater the number of members the more valuable the "black list. One hundred members are desired to make the list complete; and most of the large firms have joined, so that a good beginning can be made. The assessment is \$50 per year. Subscribers to the bureau will be furnished reports on customers in any part of the country without charge, and may consult the attorney at all times without cost. Members will be kept advised of court decisions affecting commission merchants. The bureau will collect accounts on a percentage basis. Ulric King, the manager, has received warm indorsements of the plan; several firms having expressed their regret that such a bureau was not formed many years ago.

ILLINOIS.

Randolph, Ill.-P. H. Stiner will repair his eltr.

Worden. Ill.-Keiser Bros. of Mt.

Worden, Ill.—Keiser Bros. of Mt. Olive will build an eltr.
Belknap, Ill.—The Vienna & Belknap Grain Co. will build an eltr.
Tabor, Ill.—Thos. Ryan will install a 12 or 15-h. p. gasoline engine.
Vienna, Ill.—The Vienna & Belknap Grain Co. will erect an eltr. this spring. Savoy, Ill.—Wm. Murray is planning to build an eltr. on the site of the old one

Secor, Ill.—The Secor Eltr. Co. has purchased land and will erect an eltr.

Vienna, Ill.-J. B. Kuykendall is the promoter of an eltr. to be built this

. Usco, Ill.—Samuelson & Anderson have succeeded Flemming & Smith.—J. J. Hadley.

Dalton City, Ill.—The farmers expect to buy or build an eltr. at Dalton City

or Bethany.
Prairie City, Ill.—The contract has been let for the erection of the eltr. for

Geo. S. Dole.

Varna, Ill.—The La Rose Grain Co. is adding large storage bins to its eltrs. at Held and Varna.

Adrian, III.—Newton & Co. will en-

Adrian, III.—Newton & Co. will enlarge their eltr. and install a new engine and make a double dump.

Pekin, III.—Floods are preventing the Illinois Valley Belt line from switching corn to the glucose works.

Gridley, III.—Gilmore & Boies had 4,000 bus. of corn spoil in their elevator because corn could not be got.

because cars could not be got.

Representative Bowles has introduced a bill in the Illinois house making it a misdemeanor to deal in futures.

Representative Farley has introduced

Representative Farley has introduced a bill in the Illinois house to repeal the law against dealing in grain futures.

Dalton City, Ill.—C. A. Hight & Co. are building an addition to their eltr. to be used for milling and grinding corn.

Senate bill 92 is vigorously opposed by hay dealers. If not unloaded in 24 hours the demurrage on cars is to be

\$1 per day.

Fulton, Ill.—During the season 500,000 bus. of barley has been handled at the eltr. of E. A. Brown, of which Geo. W. Damon is mgr.

Bloomington, Ill.—Brooks & Harrison Co. incorporated, \$10,000 capital. Incorporators, Abel Brooks, J. A. Harrison and Miles Brooks.

Walker, Ill., March 18.—The farmers are preparing to sow oats; if the weather

stays as it is, they will begin sowing next week.—T. P. Walker.

La Salle, Ill.—Peter Trompeter has bot Bower's old eltr. for \$2,100, and will tear down the building and use the material for other purposes.

An amendment to the law punishing vire tapping has been introduced in the Illinois house, removing the protection

Illinois house, removing the protection of this law from bucket-shops.

Seneca, Ill.—Promoters of the Seneca Grain, Lumber & Supply Co. are finding some difficulty in obtaining enough subscriptions from the farmers.

Chatsworth, Ill.—J. C. Corbett & Co. are making improvements in the power plant and when completed no outside belting or pulleys will be exposed.

The man in the moon has moved to

man in the moon has moved to Tuscola, where he wastes his time ma-

ligning regular grain dealers and mis-representing their assos, to the public. New Lenox, Ill.—Burglars raided the office of H. N. Dickinson, Mar. 20, blow-ing open the safe badly damaging the in-terior of the building. They got \$300 in

Streator, Ill.-Carrington, Patten & Co.

Streator, Ill.—Carrington, Patten & Co. have secured right of way for an independent telephone line connecting their eltrs. on the I., I. & I. Ry. between Streator and So. Bend, Ind.

Chatham, Ill.—Several farmers and land owners in this vicinity expect to organize a company, having a capital of about \$5,000, to build an eltr. Subscribers: R. L. Leaverton, B. F. Fletcher and others

er and others.

Decatur, Ill.—The Decatur Eltr. Co. has elected the following officers: D. S. Shellbarger, pres.; B. G. Hudnut, of Terre Haute, Ind., vice pres.; O. N. East, of Cerro Gordo, treas., and C. W. Coop-

er, secy. and mgr.

Frank J. Delaney appeared recently before the house appropriation committee to plead for the maintenance of the Illinois and Michigan canal. Mr. Delaney showed the need of the canal as a regulator of freight rates.

Belvidere, Ill., March 12.—Corn in the northern part of the state was very poor

in quality this last year; the quantity was large enough, but we will never have

was large enough, but we will never have any No. 2 corn from the 1902 crop in this part of the state.—Marshall Bros. Rardin, III.—A stock company, composed of J. T. Taylor, J. M. Rardin, W. R. Galbreath, T. P. McAllister, A. J. Morgan, Calvin Long, H. F. Covert, F. S. Housel and J. A. Covert, has purchased the Davis eltr. and will make improvements. improvements.

Cerro Gordo, Ill.-The Decatur Eltr. Co. will erect a 50,000-bu. eltr. on the site of the eltr. of Lyons & East, which burned about 2 months ago. C. W. Cooper and O. N. East will manage the eltr. and Geo. Martin is superintendent of the construction.

Friends of Theo. P. Baxter of Taylorville, Ill., are congratulating him on the success that the Commonwealth Oil Co., of which he is pres., is meeting. The company has just finished its 6th well at Chanute, Kan., and is building additional tanks to store the oil.

The Illinois Railroad and Warehouse Commissioners are revising the rates for

distances of 2 to 150 mi., reducing the short haul charges on all roads. Many articles not now specified, will be placed in the classified list. The work of re-vision will require several weeks. It is believed the reduction will not amount

to 25 per cent as rumored.

The March session of the Illinois Valley Grain Dealers Association will be held in the Columbia hotel, Streator, on Friday evening, March 27. At this meeting a proposition will be submitted to the members "that the business of the asso. be transacted through the board of directors, said board to meet once a month for such

By an amendment the enemies of reform have practically killed the bill to place the grain inspection department under civil service. The gangsters' amend-ment requires that the law shall not become effective unless a majority of the voters shall approve of it. The politicians know that few voters take the trouble to mark their ballots for or against.

Two bills relating to the law of 1874 against trading in grain for future de livery have been introduced in the Illinois legislature. House bill 638 amends the old law to make legitimate all trades where the intention is to deliver, and de-clares other transactions (put and calls and bucket-shop bets) gambling and void. House bill 679 simply repeals the entire section 130 of the statute, thereby permitting trade in privileges.

INDIANA.

Cumberland, Ind.-Wm. Gale is building an eltr.

Akron, Ind.-Viers & Wicks are engaged in the grain and milling business. Gessie, Ind.—The Farmers Co-operative Warehousing Syndicate will build an ele-

The sale of adulterated millfeed is punishable by a fine of \$20 to \$100 under the new Indiana law.

Wabash, Ind.—G. W. Summerton & Son, formerly of Windfall, have bot out the Thompson Milling Co.

Leiters Ford, Ind.—A son of Jacob Engel, of Monterey, has bot the mill and eltr. of Campbell & Leiter.

Cambridge City, Ind., March 17.—Wheat prospects at this writing look excellent.—E. A. Grubbs Grain Co.

Clay City, Ind.—Wagonloads of cobs are being sold at the new elevator at 5 cents per load, and the establishment of

cents per load, and the establishment of

a pipe factory is being considered.
Dayton, Ind.—Finch & Freeman have bot the eltr. of D. L. Thompson. Mr. Finch is located at Clarks Hill and Finkle and Mr. Freeman is located at

Yeddo, Ind.—Reichard, the scooper and disturber, is consigning grain to Bart-lett-Kuhn & Co. of Terre Haute, altho-they refuse to bid or furnish market information to him.

Cambria, Ind.—John W. Guthbridge of Flora has bot the 20,000-bu. eltr. of Chas. Sharp. Mr. Guthbridge intends moving to Frankfort and managing his business from there.

Bluffton, Ind.—A fire occurred in the eltr. of H. C. Arnold recently but was extinguished with slight loss. This is said to have been the second attempt to burn this eltr. in the last 12 months.

The Union Eltr. Co. which has been

incorporated at New Richmond with S. J. Beaver as one of the incorporators, is organized for the purpose of benefiting the farmers, and not to transact business profit.

The I. G. D. A. is for your help and

benefit. If you are troubled, or not getting what you desire, write Secretary Sampson. Many knotty problems have been solved; time, patience and a persistent effort upon the part of all will solve others

Veto Durbin seems determined to run the Hoosier state according to his own ideas. It seems somewhat cowardly to veto a bill which received the almost unanimous support of the legislature,

after the legislature had adjourned. That is very much like jumping on a man

after he is down.

A local meeting was held in Rochester on Wednesday, March 18, and altho the attendance was not up to expectations, the usual matters of interest were discussed and those present were very highly entertained by Hon. H. G. Thayer of Plymouth, who, altho not now in the grain business, still retains his interest in the workings of the Asso. and desires to see all grain dealers make a success. We need more such men as Mr. Thayer.

William Taylor, the past attorney general, who has aspired to the nomination of governor of Indiana, is friendly with the stock fire insurance companies and seems to have been their chief attorney in inducing the Governor to veto the bill admitting foreign mutual fire insurance companies on the same terms as home companies. If he succeeds in securing the nomination he will find that the property owners of the state have more votes than the insurance companies.

At a meeting of the dealers of Henry, Wayne and Fayette counties held in Cambridge City, March 12, there was a large attendance and a great many points of interest were discussed. To further facilitate the work of the Asso. in that section, a local branch of the Eastern Indiana Division of the Indiana Grain Dealers Asso. was organized. Will Creitz was elected pres. and J. S. Hazelrigg, secy. Both of these gentlemen reside in Cambridge City and will have the interests of the dealers at heart and give careful attention to all matters in that

Clinton county dealers on March 16, held their regular semi-monthly meeting at Frankfort with over 30 in attendance. The scarcity of cars and the attendance. poor condition of corn were the principal topics discussed; all being of the opinion that the less corn dealers could possibly handle until it was in better condition, the better they would be off, also their farmer customers, as it would have to be handled on a wide margin to take chances of its spoiling. After the meeting, which was held in the parlors of Kempt's restaurant, the dealers in Frankfort invited all to partake of a spread, consisting of black rock sea bass, purchased direct thru Andy Kuhl, of Balsalad and other delicacies, including coffee and Anheuser-Busch's "Budweiser." All left feeling that they had been royally entertained.

The governor of Indiana has vetoed House Bill No. 174 which passed both houses by a large majority. This bill, had it been permitted to become a law, would have admitted foreign mutual fire insurance companies to the state on the same terms as home companies are now permitted to do business. That is, they would be required to show resources aggregating \$20,000 in cash and \$100,000 in premium notes. Forbidding companies who have such strength to do business in the state reduces the amount of insurance offered and enables the stock companies to get higher rates within the

state. The only gainers by the veto are the stock companies who will thus be relieved of outside mutual competition. The governor has sought to excuse his action by stating that the "Bill would let down the bars to a multitude of concerns that would be inimical to the best insurance interests of the state." When the property owners of the state have seriously thought over the matter they will find it impossible hereafter to forget Governor Durbin and his stock company affiliations.

A meeting of the grain dealers of northeastern Indiana was held Thursday, March 19, at Ft. Wayne, and among things discussed was the feasibility of carrying the work further north into a locality where little interest has been taken in the Asso. With this in view a meeting of all the dealers in that section was arranged for to be held at tion was arranged for to be held at Ligonier, on Thursday, April 2. As this is getting close to the homes of a large number of dealers a larger turnout is looked for. Possibly the dealers in that section will be more interested when they learn that an attempt is being made to get together on the wool question, as many of the dealers are handling wool and in the past have handled it This should certainly interest them.

loss. This should certainly interest them. New members of the Indiana Grain Dealers Asso. since last publication on Dec. 25, 1902: Hammond Elevator Co., Hammond; E. M. Small, Yeddo; Johnson Elevator Co., Logansport; Ben C. Thomas, Columbus; R. Tuttle & Co., Columbia City; Ed. Lee, Mellott; Smith & Anderson, Sheridan; Sheridan Milling Co., Sheridan; The Comer & Scearce Co., Mooresville; Jones Bros., Aylesworth; J. W. Owens, Saratoga; D. J. Cope, Lewisville; Cary Jackson, Falmouth. mouth.

The efforts of the business men of Indiana to get some relief from the monopoly of stock fire insurance companies, through the last legislature, seems to have been a failure at every point, The stock companies employed as their chief lobbyist, Wm. Taylor, the retired attorney general and political friend of the governor. It was a good move on their part, as the bill asked for by the insurance companies was carried through, including a reduction on agent's license fees of fifty per cent. The bills endorsed by property owners were killed. Only the one providing for the admission of more stock and mutual companies reached the governor after the lobby had exhausted every means to defeat. That bill passed the house unanimously and only four voted against it in the senate. It was assumed to be safe with the governor if he knew it to be a wish of the people. The telegrams and letters of the business men seem to have been a mistake, as they were not relished by the governor. In the rush of the clos-ing legislative work, the governor lis-tened to the advice of his friends. This was done through a deputy of the attorney general, who was also a deputy under Wm. Taylor. The deputy was consulted by the governor and gave an opinion regarding the bill exactly in line with the argument used by Wm. Taylor, and which were defeated upon every hearing but which proved to be the large. hearing, but which proved to be the lan-guage of the veto. The action would be subject to criticism, if Mr. Taylor and the deputy had not approved the same bill to the governor two years ago, and which was signed by the same governor, but afterwards was found defective in title. In the first case, Mr. Taylor was in the employ of the people.

This time he was in the employ of foreign corporations. The effort this year demonstrated that the legislators are with the people when their wish is made known, and foreign corporations will not always be the authority as to what the people shall have.

IOWA.

Lawler, Ia.-Gilchrist & Co. will rebuild their eltr.

Wilton, Ia.—M. C. Ott has installed an .

18-h. p. engine.

Io-n. p. engine.

Iowa will have a corn palace at the St. Louis world's fair.

Chester, Ia.—Wm. Light has succeeded H. B. Nichols.

Manly, Ia., on the C. & G. W. Ry., has 2 irregular dealers.

Gowrie, Ia., on the M. & D. Ry., has

Gowrie, Ia., on the M. & D. Ry., has an unrecognized dealer.

Titonka, Ia.—The Clinton Grain Co. has bot the eltr. of L. Froebel.

Forest City and Badger, Ia., on the M. & St. L. Ry., have scoopers.

Scoopers are active at Ft. Dodge, Tara and Matlock on the Ill. Cent. Ry.

Wall Lake, Ia.—A. Herrig has succeeded the C. M. Hopkins Estate.

Garden City Ia. has an unrecognized

Garden City, Ia., has an unrecognized dealer on the D. M. I. F. & N. Ry.
Hedrick, Ia.—Wm. Eikelberg has succeeded S. C. LaChapelle with the Neola

Eltr. Co.

Yetter, Ia.—The Wells-Hord Grain Co. has succeeded C. H. Eckery at Knierim Yetter.

Battle Creek, Ia.—W. H. Spotts has succeeded the firm of Spotts, Hood & McAllister.

Spirit Lake, Ia.—Chas. Rippe, of Forest City, has bot eltrs. at Montgomery and Spirit Lake.
Fairplay, Ia.—C. C. Placke and Frank Hesseling, of Dubuque, will engage in the grain business.

Toledo, Ia.—I don't care to be without the Journal while I am in the grain

out the Journal while I am in the grain business.—W. B. Mitchell.

Hampton, Ia.—The eltr. of Moore Bros. burned, also 9 cars of grain and hay. Loss \$2,300, fully insured.

Nevada, Ia.—J. B. Rushmore has succeeded Jas McGlothin as mgr. for the Nevada Grain Co.—R. A. Frazier & Sone

Keokuk, Ia.—O. A. Talbot & Co. of Osceola will build a 45,000-bu. eltr. Mr. Talbot intends to move to Keokuk about the middle of April.

Scoopers and unrecognized dealers are at the following stations on the Ia. Cent. Ry.: Taintor, Newburg, Kilduff, Rock-

Ry.: Taintor, Newburg, Kildun, Rock well, Freeman and Kensett.

Des Moines, Ia.—The Cereal Club gave a banquet at the Savery house March 14.
Captain M. T. Russell was elected president and Ed Hamlin secretary.

The following stations on the C., M. &

St. P. Ry. have scoopers or unrecognized dealers: Lawler, Dunbar, Ruthven, New Hall, Neola and Eldridge.

Irregular dealers and scoopers infest

Irregular dealers and scoopers intest the following stations on the C., R. I. & P. Ry.: Colfax, Rock Rapids, Blue Grass, Brooklyn, Winslow and Alvord. Dealers attending the annual meeting of the Iowa Association should make sure to get a certificate from station agent for carfare; then will they be able to return home at one-third fare. to return home at one-third fare.

Chatsworth, Ia., March 6.—Trade slack; corn was poor and mostly fed. Shipped last year to even date 20 large ears of corn, this year not one; crop about all sold.—Frank Wakeman.

Scoopers are disturbing the following stations on the C. & N. W. Ry.: Grand

Mound, California Junction, Early, Mondamin, Pisgah, Rutland,

Early, Mondamin, Pisgah, Goldfield, Carnforth, Quigley, River Sioux, Wheatland and Stanhope.

There is ample opportunity for Iowa farmers to improve the quality of their corn, even under normal crop conditions, but there is a university acceptive that extra but there is an urgent necessity that extra care be given to seed selected from the present crop.—Geo. A. Wells.

Every grain dealer attending the annual meeting of the Iowa Association next week will take ten ears of corn with him to be used in the volumble work.

next week will take ten ears of corn with him to be used in the valuable work to be conducted by Prof. Holden of the Iowa State Agricultural College.

The annual meeting of the Iowa Association will be held in Our Circle Hall, Des Moines, Thursday and Friday, April 2 and 3. The meeting will be called to order at 2 p. m. Thursday and luncheon will be served at 6 o'clock as usual.

A "Study in Corn" conducted by Prof. Holden of the Iowa State Agricultural College will occupy Thursday afternoon and Friday morning of the annual meeting of the Iowa Association. Do not

ing of the Iowa Association. Do not fail to attend and be sure to take ten ears of corn with you.

PROGRAM ANNUAL IOWA ASSO. MEETING

Des Moines, Ia., Apr. 2 and 3. Thursday Afternoon. Opening address by Pres. Jay A. King,

Nevada.

Appointment of Committees.

Corn Judging and Seed Corn, by Prof. P. G. Holden of the Iowa State Agricultural College, and assistants.

Luncheon at 6 p. m. in the banquet hall.
Thursday Evening, 7:30 p. m.
A View from the Terminal Standpoint,

by Geo. A. Stibbens, sec'y Grain Dealers National Asso., Chicago, Ill. Improved Methods at Kansas City, by W. C. Goffe, 2d vice-pres. Kansas City

Board of Trade. Improved Methods at St. Louis, by E.

Tompkins.

Corn Judging and Seed Corn (continued), by Prof. P. G. Holden.
Friday Morning, 9 a. m.

Study in Corn.

Friday Afternoon, 2 p. m.
Annual Address, by Pres. Jay A. King.
Secretary's Report, by Geo. A. Wells.
Des Moines, Ia.
Report of Committee on Resolutions.

Regular Business.

New Business.

Report of Committee on Nominations.

Election of Officers.

Adjournment.

KANSAS.

Seneca, Kan.-John Wempe will erect

Parsons, Kan.—Alfred Dicus of Mound Valley will erect an eltr.
Circleville, Kan.—C. C. Conner has painted and reshingled his eltr.

Aurora, Kan.-Noel Genette & Co. have purchased the elevator of A. Lecuyer.

Inman, Kan.-The new eltr. of the Inman Milling Co. is nearly completed.
When the Harris bill goes into effect
the chief grain inspector will no longer

be judge, jury and executioner.

Topeka, Kan.—Sprague Chase has sold his mill and eltr. and will go to Hawaii, where he will engage in coffee planting.

Pawnee Rock, Kan.—The Rock Grain Co. will erect a 50,000-bu. eltr. and expects to have it ready for this year's

Atchison, Kan.—The S. R. Washer Grain Co. will build storage bins for grain from wagons, connecting with the elevator

by a spout.

Schroyer, Kan.—The farmers of this vicinity have organized and will build an eltr. to cost \$3,500, of which \$1,500 has already been raised.

Intelligent farmers who do not wish to contribute \$15,000 to pay Jimmy Butler's salary for a year, will sell their grain to the regular dealer.

Butler, "The grain business can't be done without the adoption of well tried business rules." Grain dealers have found that it takes a margin to pay the

Schröyer, Kan.—The Nebraska Eltr. Co. has cribbed 20,000 bus. of corn so far this season, and it is still coming. This company will start a lumber yard

In connection with its eltr.

Junction City, Kan.—The eltr. of B.
Rockwell, with 10,000 to 12,000 bus. of grain, was damaged by fire March 12.
The insurance will cover the loss on the eltr. but not on the grain.

The elevators here are simply full to overflowing and the grain dealers are

losing money on account of the railroads being unable to relieve the congestion.—
Evening World, Parsons, Kan.
Truth sometimes is spoken by the farmer's agitator. He says: "Farmers' co-operative elevator companies generally fail . . . to transact the (grain) business on business principles." business on business principles."

The Wyandotte fellows will have to

settle the state grain inspectorship row settle the state grain inspectorsing for among themselves, before I make an appointment. The office is filled and the work will not stop.—Governor Bailey.

Stuttgart, Kan.—L. A. Champlin and A. W. Robertson have purchased the elevator and mill of W. M. Chelf for \$20,000, and will take possession about April J. Mr.

will take possession about April 1. M Chelf will remain for a time as miller.

An amendment to the Kansas statutes has been proposed making the penalty on the railroad for failure to furnish cars \$3 per day, and enabling the shipper to bring suit without previous appeal to the railroad commission.

Kingman, Kan.—The eltr. of Fowler & Swinney burned March 10, with \$1,500 worth of grain. This fire is the third of undoubtedly incendiary origin and \$1,000 has been offered for conviction of the guilty parties.

of the guilty parties.

Topeka, Kan.—The Taylor Grain Co.
has purchased the Capital Eltr. at No. Topeka for \$16,000 and intends to have it ready for storage by May I. This eltr. has a capacity of 300,000 bus. and has been idle 18 months.

Kansas City, Kan.—After the first flush of publicity the organizers of the proposed Corn Exchange appear to be resting on their oars. Grain men seem slow to accept the invitation of the Mercantillo Club to form such an organization.

tile Club to form such an organization.

If "A bird in hand is worth two in the bush," how much wiser is it not for the farmer to take the ready cash of the regular grain dealer than to consign a car to a co-operative grain and live stock asso, and trust to luck to ever see the

Osawatomie, Kan., March spring is backward, cold and wet; pospect for oat sowing rather gloomy. Wheat looks fine for this time of year; plenty of old corn in this section, with prospects of slow movement to market

—W. F. Ehart.

Railroad commissioners in Kansas will the elected by a vote of the people under the terms of the law recently enacted. The governor can not make the com-missioners a cog in his political ma-chine. Grain shippers propose several reforms that will no doubt be ordered by a fair-minded Board.

Agitator Butler is working hard to get farmers to contribute \$15,000 for the preliminary expenses of forming a central elevator company. Butler says he would not undertake to form the combination for less money. Strange that a man of Mr. Butler's ability (?) should have escaped the notice of J. Pierpont

Wichita, Kan.-The American Grain & Flour Co. incorporated, \$20,000 capital, to carry on an export grain business and build eltrs. The following officers have been chosen: J. E. Howard of Wichita, pres.; J. H. McNair of Hutchinson, vice pres.; S. Kramer of Wellington, treas.; and F. D. Larabee of Stafford corr. Stafford, secy.

It is a fact that there are dealers in

the south that do business in a strictly honorable manner, but this class of people are in the minority. It occurs to me

ple are in the minority. It occurs to me that the only way to remedy existing conditions in the south is for the northern shippers to absolutely refuse to sell to them unless they pay spot cash for the grain before it is shipped.—Geo. A. Stibbens, Secy. G. D. N. A.

Hoxie, Kan.—The Hoxie Mills, and the eltr. of E. T. Crum burned March 9, with between 1,500 and 3,000 bus. of wheat in the eltr. and 700 bus. of wheat and 5 tons of bran in the mill. The fire started in the engine room of the mill and gained great headway before discovered. The mill was the property of the A. J. Poor Grain Co. of Kansas City, with H. M. Howard as mgr. Loss on eltr. and contents \$3,000, no insurance. Loss on mill, \$4,000; insurance, \$2,200. Mr. Crum is expected to rebuild.

The Kansas legislature has passed the The Kansas legislature has passed the Harris bill creating a grain inspection commission of three, to be appointed by the governor, who shall on or before Aug. I each year establish grades for all kinds of grain handled in Kansas. The commission will advertise its meeting in the grain, agricultural and milling press, so that persons identified with the trade may consult and counsel with the commissioners. After Aug. I. 1003. the commissioners. After Aug. 1, 1903, the chief grain inspector will have no authority, as at present, to establish the

grades.

The Kansas senate has passed Cubbison's bill providing for a deputy grain in-spector in every town having two or more grain warehouses. The office of the chief inspector is to be at Kansas City Kan., and his salary to be \$2,000 per year. The other salaries are as follows: Supervising inspectors, \$1,500; supervising weigh-masters, \$1,200; assistant inspectors, \$1,200; weighmasters, \$85 a month; as-sistants, \$75 per month. Salaries are in-creased all round. The same bill is said to provide a fee of 55 cents for inspection

to provide a fee of 55 cents for inspection and 50 cents for weighing.

Dalton, Kan., March 10.—The condition of our coming crop is 85 per cent at the present time; we have had plenty of moisture and the soil will be in fine condition for October seeding, when it gets dry enough; from present indication the acreage of oats will be increased about 15 per cent and corn acrethe acreage of oats will be increased about 10 to 15 per cent, and corn acreage will be cut down about that much. Less wheat in the farmers' hands at this time of the year, in this locality, than I ever knew; not 2 per cent remaining in farmers' hands and only about 8 per cent of corn and 10 per cent of oats.

—J. J. Stevens.

Hasty expressions of dissatisfaction with the reinspection rules recently

adopted by the Kansas City Board of Trade are in nowise justified. The Trade are in nowise justified. The Board of Trade is not organized for the purpose of hoodwinking shippers to that market, but primarily for the purpose of adopting rules which shall insure fair dealing by all members of the exchange. Reinspection rules which give buyers the option of rejecting on or before I o'clock of the following business day have been in force in other markets for years, and found to protect shippers satisfactorily. Shippers have the right of appeal from the grading of the inspectors and their commission men frequently make these appeals to the shipper's advantage. It does not seem reasonable that the buyer in any market should not have the right should grain prove other than it was graded upon arrival Russes rejection or appeal for reinspection, graded upon arrival. Buyers cannot rightfully ask any more than they are entitled to. They want the grain, hence are not likely to worry shippers by frequent rejections. The action of the president of the Kansas City Board of Trade in tearing down the notice posted by elevator men shows most clearly and emphatically their intention to protect the rights of the shippers to that market.

KENTUCKY

Clinton, Ky.—Beashers & Jackson will increase the capacity of their eltr. to 30,000 bus. and install new loading apparatus.

Louisville, Ky.—The Board of Trade is considering the advisability of can-celing its bonded debt, amounting to \$140,000 in 6 per cent interest-bearing bonds and issue 4 per cent bonds as a substitute, thus reducing the burden of bonded debt.

Frankfort, Ky.—L. B. Weisenburgh, of the firm of L. B. Weisenburgh & Co., millers and dealers in grain, has not been seen since March 9, and his notes to the amount of \$52,500 are held by the local banks, indorsed by his partner, Dudley Blanton. To these notes are attached warehouse receipts covering about 90,000 bus. of wheat, of which amount only about 20,000 bus. are stored in the company's eltr. at Frankfort.

MARYLAND

Baltimore, Md.—The Chamber of Commerce contemplates absorbing the Coffee Exchange.

Baltimore, Md.—Eltrs. B and C have been declared regular by the Chamber of Commerce.

Germantown, Md.—Bowman Bros. are erecting a steel eltr. which will cost \$1,600 and have a capacity of 5,000 bus. Baltimore, Md.—Wm. F. Wheatley, the

retiring secretary of the Chamber of Commerce, has been presented with a hand-somely engrossed set of resolutions.

Baltimore, Md.—The directors of the Chamber of Commerce have unanimous-

ly decided to appoint a mgr. for the Exchange, and Henry A. Wroth is spoken of for that position.

Baltimore, Md.—The underwriters are

paying 77 cents per bushel for the No. 2 red winter wheat burned in No. 3 elevator. It has been agreed to submit the claim of the grain dealers for 80 cents to arbitration.

Baltimore Md.—Instead of Thos. Leishear & Co. succeeding Leishear, Boyd & Co., as stated in this column March 10, it was simply a dissolution of partnership. Mr. Boyd has had 23 years' experience as a receiver and is in touch with first-class foreign importers.

MICHIGAN.

Adrian, Mich.-The Detroit Milling Co. will erect an eltr.

Farmers near Houghton, in the upper peninsula of Michigan, will try to grow

winter wheat.
Charlotte, Mich.—The L. H. Shepherd
Co. has added a No. 9 Clipper Cleaner
with rolls and traveling brushes to its

Reed City, Mich.—A shed belonging to the Babcock Grain Co. burned with 400 tons of hay. Loss, \$5,000; insurance, \$3,000.

Port Huron, Mich.—The Grand Trunk Eltr. is being improved and put in better

shape, a new marine leg and a new spout being some of the additions.

Owosso, Mich.—The Middletown Cereal Co., Ltd., will remove to Owosso from Middletown. The company was recently organized by J. I. Snow of Middletown and has a \$50,000 capital.

Plainwell, Mich.—The J. T. Eesley
Milling Co. has bot the Ives eltr., which

has a capacity of 30,000 bus. The com-

pany will move its buckwheat mill and enlarge it to a 500-barrel capacity.

Sault Ste. Marie, Mich.—A company with \$25,000 capital is being organized to build an elevator and flour mill. The farmers of the county are urged to take an interest in the enterprise and 3 sites

an interest in the enterprise and 3 sites have been offered at a nominal rental.

Detroit, Mich.—The newly elected officers of the Board of Trade are Frank T. Caughey, pres.; L. A. Parsons, vice pres.; and J. T. Hornung, second vice pres. The directors are W. A. Waldron, Jas. T. Shaw, T. G. Craig, Robert Henkel, W. H. McCloud, John Croyden, H. E. Botsford and Alex. J. Ellair.

Bad Axe, Mich., March 11.—The winter's frost having come thru the ground, the roads are in such a condition that

the roads are in such a condition that farmers cannot market their grain. The growing crop of wheat is now the most tender and if unfavorable conditions arise, there will be a small crop harvested. The hay dealers have an immense amount

of hay stored, awaiting cars for ship-ment.—O. W. Leoffler.

Lansing, Mich., March 10.—Fred M. Warner, secy. of state, in the Michigan crop report: Crop correspondents nearly all agree that wheat was not injured during February. This is generally true, however, and it is conceded that the critical time for the crop is yet to come. At the end of the month most of the fields were bare, the snow having been carried away by rain and warm weather. In many places low, level fields are covered with water which may do damage if weather favorable for freezing and thawing should continue. The total numof bus. of wheat reported marketed in the 7 months, August to March, is 2,807,119, which is 387,113 bus. more than was reported to have been marketed in the same months last year.

MINNEAPOLIS

S. F. Neidhardt, whose cereal mill was burned Dec. 25, has decided to rebuild.

Does Minneapolis want the next annual meeting of the Grain Dealers Nat'l Asso.? If so, why not let the fact be known?

Restrictions placed by railroads on the routing of cars is making it very difficult to get grain out of some eltrs, at Minneapolis.

The Dibble Grain & Eltr. Co. incorporated, \$50,000 capital. Eugene R. Dibble, pres. and treas.; E. H. Dibble, vice pres., and Chas. R. Tubbs, secy.

The Chamber of Commerce has amended its rules limiting the number of firms

ed its rules limiting the number of firms a member can represent on the floor to one only. The proposition to increase the transfer fee from \$15 to \$50 was defeated. Otto H. Doebler, secy. of the Goodhue Milling Co., Cannon Falls, Geo. Wohlheter, secy. and treas. of the Ward & Cadwell Co., Fairmont, and J. E. Stover of Minneapolis, have applied for membership in the Chamber of Commerce. The hearing of the suit brot by the Chicago Board of Trade to restrain the Coe Commission Co.. an alleged bucket-shop.

Commission Co., an alleged bucket-shop, from using its continuous market quotations, was begun Mar. 18 in the federal court, almost a year after the suit was filed. Attorney Robbins for the Board of Trade argued that the Board had a property right in its quotations.

Representatives Peterson, Smith and Kelly have been appointed to investigate the rates of commission charged by members of the Chamber of Commerce on consignments of grain. Representative Peterson claims that the rate now charged is a great burden and tax on the grain growers of the state and against the spirit of the law prohibiting monopolies of trade.

All the large grain companies operating at Minneapolis have joined in a protest against the bill submitted by the committee on railroads and designed to prevent combinations in restraint of trade and the granting of rebates. The grain men claim that the bill will tend to prohibit free and open competition, and instead of restraining large corporations in foreign states, will tend to restrict the power of local concerns to compete with such corporations.

Samuel D. Cargill, one of the best known grain men in the northwest, died at West Baden, Ind., March 15, aged 55 years. Mr. Cargill went west at the age of 18 and for some years was associated with his brothers in the grain business at Austin and La Crosse, Wis., roing to Minneapolio in 1999. business at Austin and La Crosse, Wis., going to Minneapolis in 1889. At the time of his death Mr. Cargill was pres. of the Cargill Eltr. Co., Cargill Commission Co. and the Superior Eltr. Co., and a member of the Chamber of Commerce. A special meeting of the directors of the Chamber was called March 18, and resolutions of sympathy for the family were adopted and as a mark of family were adopted, and as a mark of respect the directors and officers of that asso, attended the funeral in a body.

MINNESOTA.

Correll, Minn.-Barr Bros. are doing

a scooping business.
Comfrey, Minn.—The eltr. of the Western Eltr. Co. burned.

Country eltrs. are said to contain considerable flaxseed held for seed.

Little Sauk, Minn.—The Stedman Eltr.
Co. may put in a new gas engine.

Hancock, Minn.—A. Overstad will erect

30,000-bu. eltr. and tear down the old

Fox Lake, Minn.—Mr. Blackman, of Springfield, has succeeded A. Nielson as

springheid, has succeeded A. Nielson as agt. for Bingham Bros.
Farwell, Minn.—N. A. Fosberg has rented the farmers' eltr. which has a capacity of 8,000 bus.—I. E. Lobeck.
Hampton, Minn.—The Farmers Eltr.

Co. intends to build a 40,000-bu eltr. this spring.—F. W. Werdin, Glenwood.
Kenyon, Minn.—The Iowa Grain Co.

has bot the warehouse and machinery of e St. Paul & Kansas City Grain Co. Beltrami, Minn.—The Imperial Eltr. Co. Co. has purchased the farmers' eltr.—H. B. Budd, agt. St. Anthony & Dak. Eltr.

Donnelly, Minn.—C. B. Westfall, of Beardsley, will remove his eltr. from Graceville to Donnelly, on the Great Great Northern.

Dotson, Minn.—The eltr. of the Western Eltr. Co. burned March 18 with a small amount of grain. Loss, \$4,500; fully insured.

Write your representative in the lower house to support Senator Gjertsen's anti-bucket-shop bill and help to close these infamous institutions.

Ceylon, Minn.-H. Rippe, of Fairmont, has built a 20,000-bu. eltr. and a mill with a capacity of 50 barrels.—P. Kremer, agt. Bingham Bros., Manyaska.

Little Sauk, Minn., March 18.—Anticipate an early spring; some seeding will possibly be done in March.—Prosper Henry, agt. Stedman Eltr. Co.

Brownsdale, Minn.-Martin Stephenson, who operates on joint account with the Hyde Eltr. Co., has succeeded the W. W. Cargill Co. at this station.

The committee has approved Peterson's bill, S. F. 161, to prevent pilfering grain, flaxseed or other property from any car, or sweeping any car while in transit.

McIntosh, Minn.—Anton Jensen expects to build an eltr. or increase the storage capacity of his mill.—F.. C. Clough, agt. St. Anthony & Dakota Eltr.

Dumont, Minn.—M. H. Zemple will build a 30,000-bu. eltr. in connection with his old eltr. and will install a gas engine and machinery for cleaning all kinds of grain.

Northfield, Minn.--C. D. Orr has accepted the position of traveling representative for the Washburn-Crosby Milling Co. Arthur Drake will have charge of Co. Arthur D Mr. Orr's eltr.

The Stephens bill providing that the interest on the grain inspection fund shall go to that fund has been approved by the rain and warehouse committee of the Minnesota senate.

Minnesota senate.

McIntosh, Minn., March 19.—It looks favorable for an early spring; snow nearly all gone. Plowing was nearly all done last fall.—F. C. Clough, agt. St. Anthony & Dak. Eltr. Co.

Kanaranzi, Minn.—The Kanaranzi Eltr. Co. incorporated by farmers. Aug. Rathjen, pres.; Chas. Meyer, vice pres.; Emil Wiese, secy., and Geo. Conrad, treas. The company will erect an eltr.

Neither farmers nor grain dealers can.

Neither farmers nor grain dealers can see merit in the Benson bill to tax grain The grain is to be assessed in the name of the eltr. company, and the tax is a lien against the grain when not owned by the holder.

Hereford, Minn.-The eltr. of Andrew Tessalo burned with 9,000 bus. of wheat. Two cars loaded with 80,000 pounds of wheat each were also destroyed. Mr. Tessalo will rebuild at once.—F. W. Werdin, Glenwood.

Glenwood, Minn.-F. W. Werdin intends to take a trip into the Canadian Northwest during April, with a party of grain dealers from Minneapolis who will look over the country for suitable locations for dealers in grain.

Senator Torson has introduced a bill, S. F. No. 282, to amend the law on seed grain notes and contracts to require that such notes shall be filed with the register of deeds in each county instead of village recorder, city or town clerks, as at

present.

The Minnesota railroad and warehouse commissioners object to the bill introduced by Senator Pugh, placing the grain inspection department under civil service

rules, on the ground that it would remove the department from the control of the commissioners. The senate committee on grain and warehouses, to whom the bill was referred, will give it further con-sideration, and it has a fair chance for

"We do not recognize farmers' elevator companies organized on the assessment plan and for the spirit and purpose of agitating the local markets and forcing grain dealers to work without a legiti-mate and reasonable profit. We have, we believe, just as good a right to protect our business and ourselves in this matter as do the members of the Minneapolis Chamber of Commerce to refuse to recognize the Open Board of Trade or the bucketshops." shops.

Senator Gjertsen deserves the thanks of all honest men for his work against the bucket-shops. In his speech before the senate he said: You might just as well throw your money over somebody's transom as to put it in a bucket-shop. The bucket-shops were simply playing a "skin game," first, last and all the time. Farmer clients had written to him time and er clients had written to him time and time again saying that they had sent money to the bucket-shops and invariably lost it. The chamber of commerce always has a legitimate excuse for existing, but is different in the case of bucket-shops. They retard legitimate business, and the sooner they are driven out of the field the better.

Rosenwald's bill, H. F. 633, provides that: In carrying cereals from any point to St. Paul, Minneapolis or Duluth, in carlots of 24,000 pounds, no higher charge shall be made, per hundred, than 5 cents for fifty miles or less and ½ cent for every additional twelve or thirteen miles, according to a schedule, until the rate reaches 14½ cents for any distance between 525 and 575 miles. Charges in excess of the rates specified render the rail-road companies liable to a fine of from \$50 to \$500 for the first offense; \$500 to \$1,000 for the second offense, and \$1,000 to \$5,000 for the third offense. In all cases where violation of the law is proved the railroad must return the entire cost of shipments to those shipping the grain.

If the Minnesota house does its plain duty this bill (against bucket-shops) will become a law and an end will be put to the infamous system of swindling which has disgraced Minnesota for many years. Senator Gjertsen is entitled to great credit for the patient and painstaking manner in which he has gone into an investigation of the real character of the bucket-shop and the intelli gence he has shown in framing a bill which promises, if it becomes a law, to be effective and final. Already this bill be effective and final. Already this bill has been taken as a model for similar acts in other states, and if the wave of indignation against this form of crooked gambling ends in the enactment of such laws in several western states, the occupation of the bucket-shop swindler will be gone and he will be obliged to return to less pretentious but more honest methods of roguery, such as three-card monte and gold-brick games.—Northwestern Miller.

MISSOURI.

In Mississippi county more than 40,000

acres of wheat have been flooded.
St. Louis, Mo.—J. A. Overstreet has accepted a position as traveling salesman for Connor Bros. & Co.

Joplin, Mo.—Marshall & Michel Grain Co. will erect a steel or concrete eltr. with a capacity of 100,000 bus.

Diamond, Mo.-The lumber is on the ground for the eltr. of the Brand-Dunwoody Milling Co. and erection will begin at once.

Kansas City, Mo.—The Missouri Pacific R. R. will soon let the contract for a 1,000,000-bus. fireproof eltr. to be erected at Kansas City.

St. Louis, Mo.—The American Grain Co. incorporated, \$25,000 capital. Incorporators, E. C. Simms, Frank Wuhrmann and R. C. Swigert.

Kansas City, Mo.-The Board of Trade will remain 3 years longer in its present quarters, having received a reduction of 50 per cent on the advance asked by the owners of the Exchange Building.

Stipp & Co., Carrollton, Mo., write the Modern Miller as follows on the weighing of grain in St. Louis: "The scales in St. Louis need overhauling. ment of corn to your market lost 30 bus. and another of wheat 25 bus.

Kansas City, Mo.—Wheat bulls were stampeded on the morning of Mar. 23 by splendid samples of growing wheat brot from near Gainesville, Tex., by H. A. Foss, Chicago Board of Trade weighmaster, and exhibited on 'change.

Kansas City, Mo.—The C. B. & Q. Ry. has again placed an embargo on Kansas City, after having it lifted for about a week. The road seeing no improvement in the situation has refused to accept any grain destined for Kansas City until fur-

St. Joseph, Mo.—The Board of Trade has decided to increase its membership to 100. The following board of appeals has been appointed to pass upon cases which have been ruled upon by the board of arbitration: A. L. Feuquay, T. W. Evans, Isaac Motter, J. O. Barkley and Vanaken Whitaker.

Knobnoster, Mo., Mar. 19.—Wheat has come thru the winter better than was expected, but is thin and light acreage; some corn in the field yet. Roads are very bad and farmers not able to haul grain to the railroad; spring very backward; no planting done and no oats sown; grass doing well.—Ed. S. Harte.

Kansas City, Mo.—The Board of Trade has adopted a resolution prohibiting the practice of giving money to railroad trainmen to influence them to furnish cars for loading. Without liberal feeing of switching crews it has been almost impossible during the present car shortage to obtain cars. The action of the Board has had a good effect.

Kansas City, Mo.—Jouett M. Redd has been acquitted of the charge of gambling made by the Kemper Grain Co. The manager of the company took his order over the telephone and could not testify that Redd was in Missouri at the time. Redd tried to get out of paying margins by pleading that he was gambling, and the company sought to have him convicted on his own admission.

St. Louis, Mo.-We are indebted to Geo. H. Morgan, secretary of the Merchants Exchange, for a copy of his annual report for 1902. This well printed volume of over 300 pages contains detailed statistics of the trade of the city and much general information of interest to business men. The report includes a state-ment of the work done by the weighing department, which supervised the weighing of 15,844 cars in ard 6,983 cars out; 226,194 sacks, and 755664 bus. of grain into barges, from the beginning of the department to Dec. 22.

NEBRASKA.

Union, Neb.-W. B. Banning has sold his implement business but retains the grain business.

Dixon, Neb.—D. C. Carroll has accepted the proposition of the Atlas Eltr.

cepted the proposition of the Atlas Eltr. Co. to remain as its agt.

Fremont, Neb.—The Fremont Milling Co. will erect an eltr. for the storage and proper handling of wheat.

Octavia, Neb.—L. M. Cook will succeed E. A. Rusher, April I, as buyer for the Trans-Mississippi Grain Co.

Platte Centre, Neb.—Some of the corn in eltrs. is in very poor condition, tho this locality has good corn.—Mrs. K. A. Keboe

A bill has been introduced in the Nebraska legislature requiring railroads to install track scales where station agents are kept.

Nebraska City, Neb.—The Argo Starch Factory is expected to close because of the strike of 300 employes for an increase in wages

Louisville, Neb.—The Duff Grain Co.'s eltr. narrowly escaped destruction Mar. 1, in the fire that destroyed C. D. Tappan's

in the fire that destroyed c.
mill with 2,000 bus. wheat.
Bluesprings, Neb.—S. M. Blythe and
A. R. Patton have bot an eltr. at Putnam, and have taken possession. The firm is to be known as Blythe & Patton.

Oxford, Neb., March 18.—The winter wheat crop looks fine; we are having rain to-day. The corn crop has not all been harvested and has been damaged by the rain and snow this winter.—P. H. Gupton.

Ravenna, Neb., March 19.—The outlook for growing wheat and rye was never better in this section; the ground is thoroly soaked; spring work will commence in about a week. On acount of

bad roads, receipts of grain are very light.—H. R. Sheldon.
Firth, Neb.—The district court of Lancaster county has issued a writ of mandamus temporarily compelling the Burlington road to furnish cars to W. J. Crandall for the shipment of grain from his eltr. As Crandall is also a miller, he claimed in his petition to the court that he should have a greater number of cars than his competitor, whereas the Burlington has been dividing them equally, giving him no more cars for both branches of his business than his competitor. The court ruled that the petitioner had proved enough of the allegations to warrant a temporary order that the roads should furnish the desired cars, but the matter will come up later for final adjudication.

NEBRASKA LETTER.

Union, Neb.—W. B. Banning has succeeded Banning & Son.
Fairbury, Neb.—N. McLucas, grain dealer, has been appointed postmaster.
Orleans, Neb.—J. B. Austin recently joined the Nebraska Grain Dealers Asso.
Beemer, Neb.—Edward Albright has recently joined the Nebraska Grain Dealers cently joined the Nebraska Grain Dealers Asso.

Primrose, Neb .- Wells, Abbott & Neiman of Schuyler have recently begun op-

erations at this point.

Oakland, Neb.—J. W. Holmquist of the
Holmquist Grain & Lbr. Co., was recently nominated for councilman.

Springfield, Neb.—J. M. Elwell suffered a \$5,000 loss tecently from the burning

of his implement department.

Linwood, Neb—The Trans-Mississippi
Grain Co.'s eltr. was recently damaged
considerably by wo cars being thrown
into it, caused by a broken rail on the

braska, recently purchased tablet to be placed on a very large tree at Santa Cruz, Cal., which has been named in honor of the late J. Sterling Morton. Salem, Neb.—Mr. Wertz,

Salem, Neb.—Mr. Wertz, who lately bought an interest in the Joe Windle business at this point, has re-sold it to Mr. Windle. The firm name will continue as

heretofore, Joe Windle.
S. F. No. 102, known as the Brady bill, has been given a hearing before the committee of the whole of the senate, and recommitted to the judiciary committee of that body for brushing up and putting into constitutional shape. This committee was to have reported on March 17, but did not. H. R. No. 70, known as the Ramsey bill, was advanced on general file a few days ago and was recommended for passage by the committee of the whole, and on March 20th, passed that body. This bill now has to go to the senate for passage. The landlord lien law, known passage. The landlord lien law, known as S. F. No. 43, has been recommended for passage as amended by the committee of the whole in the senate, by a vote of 15 to 13. A very unusual circumstance connected with this vote is, that a grain dealer, member of the senate, voted in the affirmative. None of the various legislation affecting the grain shipping interests that has been introduced has as yet passed. If passage is secured it must be in the next two weeks, as in all likelihood, the body will have adjourned by that time.—
E. C.

NEW ENGLAND.

Chicopee, Mass.—Warren Hamilton will engage in the grain and hay busi-

Stoughton, Mass.—E. O. Parker, formerly in the grain business at Middleboro, will again engage in the business.

Taunton, Mass.—Frank I. Short, dealer in grain and hay, has filed a petition in bankruptcy. Liabilities, \$8,086; as-

sets, \$1,964. Hartford, Conn.—The Hartford Grain

Hartford, Conn.—The Hartford Grain & Feed Co. incorporated, \$15,000 capital. Incorporators, Easton P. Yates, Francis A. Cummings and S. C. Cummings.

Portland, Me.—The Board of Trade issues a monthly journal edited by Maurice C. Rich, secretary, containing official reports and interesting illustrated

Hartford, Conn.—The warehouse occupied by the L. C. Daniels Grain Co. partially burned and between 15,000 and 20,000 bus. of oats and about 100 tons of hay and straw was damaged by water. Loss on stock \$10,000, insured for 80 per

Portland, Me.—The Willey-Gibson Co. incorporated, \$100,000 capital. Incorporators, A. J. Gibson, Jr., Chelsea, Mass.; Clarence H. Willey, Somerville, Mass.; F. E. Morton and A. I. Cushing of Boston, and Eugene W. Hunt of Portland

The Vermont grain dealer whose farmer customers have been taken away by a co-operative creamery buying grain and feed in cars and selling at cost no doubt will favor the formation of a New England grain dealers asso, thru which the western shipper who supplied such trade can be compelled to adopt proper meth-

Portland, Me.-At the Board of Trade meeting held recently the following committees were nominated: Grain inspection, Roswell F. Doten, Edwin H. Nickerson, Sidney W. Thaxter, Sam'l A. True and J. W. Tabor. Arbitration, John W. Deering, Fritz H. Jordan, Holman S.

The State Historical Society of Ne- Melcher, Wm. G. Soule and Geo. M.

Stanwood. Newton, Mass.—Thos. D. Heathfield, the oldest grain dealer in New England, the oldest grain dealer in New England, is dead, aged 81 years. Mr. Heathfield was born in Quebec, came to the United States in 1851 and made his home in Boston where he, in the same year, became a member of the old Corn Exchange, having formed the firm of McKay & Heathfield, with a branch in Portland Me under the firm name of Heath-Ray & Heathfield, with a branch in Fortland, Me., under the firm name of Heathfield & McKay. Mr. Heathfield spent much of his time in Portland. In 1854 the firm was changed to T. D. Heathfield, being at that time the largest receiver in the Boston market. At the time of his death the firm was known as T. D. Heathfield & Son.

NEW JERSEY.

Newark, N. J.—The Lynn Street Milling Co. incorporated, \$125,000 capital, to deal in grain. Incorporators, Robert N. Clyde, Frederick Lee Palmer, and Chas. O. Geyer.

NEW YORK.

Albion, N. Y.—M. W. Tilden has installed 20 Clipper Power Bean Pickers. Hemlock, N. Y.—E. M. Upton & Co. have added another Clipper Bean Clean-

Holley, N. Y.—W. D. Hatch has put in an outfit of Clipper Power Bean Pick-

Buffalo, N. Y.—The name of the Mer-chants Exchange has been changed to

Chamber of Commerce.

LeRoy, N. Y.—Fire Mar. 18 did \$500 damage to the feed mill of J. W. McEwen.

A large amount of grain was wet.
Buffalo, N. Y.—New scales are being installed and other improvements made

in the Terminal Eltr. of the Anchor Line, Buffalo, N. Y.—The Niagara Milling & Eltr. Co. will erect an eltr. 40x60 feet to cost \$9,000 and a warehouse 40x120

feet to cost \$3,000.

Brooklyn, N. Y.—Culver Ferguson has succeeded Anson Ferguson as pres. and treas. of the Brooklyn Hay & Grain Co.

E. Vreeland is secy.
Rochester, N. Y.—Michael Boyle & Co.
have installed a No. 27 roll and traveling brush Clipper Bean Cleaner and 15 power

Clipper Picking Tables.

Buffalo, N. Y.—Robert W. Chapin, of Chapin & Co., is back at his desk again after 2 months' illness.

Brooklyn, N. Y.—Arthur L. Clum has severed his connection with the Brooklyn.

Hay & Grain Co. and has engaged in business at 536 W. 24th St., New York. Albany, N. Y.—The Republican caucus

Mar. II agreed upon a plan of indirect taxation that would provide funds for the construction of the proposed 1,000-ton barge canal.

Realizing the benefits of asso. work enjoyed by grain dealers in western states the dealers of New York contemplate the organization of a state asso. or to join a proposed New England asso.

New York.—J. Hobart Herrick, senior partner of the firm of J. H. Herrick & Co., died from injuries received in a fall from the stairway of the Union League Club. Mr. Herrick was at one time pres. of the Produce Exchange.

New York.—Louis J. Chapman has been sued by the Calumet Grain Co. of Chicago for alleged use of its name without the knowledge of the company, to purchase and sell grain and like commodities, causing a loss of \$3,000. Sodus Point, N. Y.—The eltrs. which were erected by Col. E. B. Parsons are being torn down and the material removed to Massachusetts. Col. Parsons believed the Sachusetts. believed that Sodus Point was to be a great business center and made large investments, but a change in the tariff laws killed the business and almost all of the property was sold to the American Malt-

BUFFALO LETTER.

The lake-line managers and the railroad authorities have held their spring meeting and virtually fixed all rates at the figure held when the season closed last

T. D. Heathfield, of the well-known grain firm of Heathfield & Son of Boston, who died Mar. 14, was the father of William G. Heathfield of the grain and feed firm of Heathfield & Washburn of

The posted list of delinquents on The posted list of delinquents on 'Change has dropped down to five at present: M. B. Goff, DuBois, Pa.; Green & Pettibone, Corrunna, Mich.; E. R. Ulrich & Sons, Springfield, Ill.; L. C. Daniels Grain Company, Hartford, Conn.; Archbold Mill Co., Archbold, O.

Winter wheat and ree extremely

Winter wheat and rye are extremely scarce, dealers finding that all wheat is slow of sale, so that the big stock of spring wheat in elevators here is going to leave somebody in the hole when the lake grain fleet gets here, which will be very soon after April arrives as it looks now. If we had more rye we would be glad.

glad.

The Merchants Exchange will soon be known as the Chamber of Commerce, the vote of the trustees having been taken at the last meeting. The idea is to obtain a name that better represents the business interests of the city. It is an indication of the rapid growth in size and importance of the body, which is by far the most influential commercial organization in the city.

the most influential commercial organization in the city.

The Buffalo Milling & Eltr. Co., capital \$12,000 has been organized. This is a west-side track transfer house for the most part, with the Michigan Central Railroad behind it. Heathfield & Washburn, feed dealers on 'Change, have put money into it and will be the managers. The elevator will stand on Jetchworth The elevator will stand on Letchworth

street, with easy connection to the New York Central. The work has been begun. It is understood that the name of the Great Northern Eltr. is to be changed to the Mutual to conform with the name of the company that has been organized to manage it for the syndicate of lake lines that bought it and the steamers of the line sometime ago. Very little is known of the new venture, as the people who are on the inside decline to give any in-

for the inside decine to give any information. No season elevator pool yet.

Make a big mark for the option traders on 'Change! Starting out some months ago with a weekly clearing of a small fraction more than 2,000,000 bus. and not advancing much for awhile the amount lately began to jump till it now amount lately began to jump, till it now exceeds a million a day, leaving all of the smaller exchanges out of sight. It was May corn that gave the business its first start. The boys found it would work and they stuck to it. Of late the outside world has joined in, particularly certain Chicago traders.

Canal boatmen feel good in regard to opening business. The roads appear to be out of the way entirely and the 4-cent rate on wheat to New York, which was obtained last year almost throughout, seems likely to be paid again by shippers without demur. This will insure a good

paying season. There are doubters as to the fate of the canal improvement bill in the legislature, but Senator Davis has announced that it shall go through before the other important bills do and his friends look to see him carry out the idea.

NORTH AND SOUTH DAKOTA

Selby, S. D.—The farmers have organized a company and expect to buy an eltr.
Anamoose, N. D.—The Gesche Grain & Machinery Co. has succeeded Gesche Bros. & Co.

Windsor, N. D.—T. G. Sitz has succeeded Mr. Barcus as agt. for the Pow-

ers Eltr. Co. Arlington, S. D.—A. H. Hewett has taken A. E. Conner as a partner in his grain business.

The S. E. Oscarson Co., of White Rock, S. D., intends erecting 10 eltrs. in

the Assiniboia district of Canada.

Brinsmade, N. D.—The new 28,000-bu. eltr. of the Powers Eltr. Co. has been completed and a 10-h. p. Otto Gasoline Engine installed.

Howard, S. D.—The Thompson Eltr. Co. will install a scale and dump, instead of Boorman & Larson, as stated by a correspondent in last number of the Journal. W. C. Boorman and the J. P. Laur-

correspondent in last number of the Journal. W. C. Boorman and the J. P. Laurson Co. are separate. Archie McRae is agent for the Thompson Eltr. Co.
Brandon, S. D.—An attempt was made March 11 to burn the eltr. of the American Grain Co., a bundle of partly burned straw being found under the eltr. the next morning. The company has combined with the Winona Fire Insurance Co. to offer a reward of \$500 for in-Co. to offer a reward of \$500 for information that will lead to the arrest and conviction of the guilty party or parties.

OHIO.

Versailles, O.-M. L. Hager has sold

Versailles, O.—M. L. Hager has sold his eltr.

Selma, O.—G. W. Sellers has succeeded R. G. Calvert.
Rittman, O.—H. P. Sigler will erect another eltr. on the B. & O. Ry.
Millersburg, O.—Samuel Franks has installed a No. 9 Clipper Grain Cleaner.
Wengerlawn, O.—J. W. Beck and E. Beck will engage in the grain business.
Sherwood, O.—The Sherwood Milling & Grain Co. has increased its capital from \$8,000 to \$15,000.

& Grain Co. has increased its capital. \$8,000 to \$15,000.

No. Lewisburg, O.—Chamberlain Bros. have bot a No. 7 Clipper Traveling Brush Cleaner, with special air controller.

Sullivan, O.—John Zehner & Co. are installing a gasoline engine and wheat cleaner.—Leander M. Fedden, Nankin.

Trav. O. Mar. 16.—Some of our wheat

Troy, O., Mar. 16.—Some of our wheat looks very bad at present, but cannot tell

yet whether damage is permanent or not.

—Roszell & Hale.

Cleveland, O.—Large teaming concerns have combined to buy grain and feed from the same source as the regular retail grain dealers.

Defiance, O.—I would just as soon have my engine taken out of my warehouse as to have my name cut off the list Toledo, O.—F. W. Lipe of Jackson, Mich., will build a hay transfer warehouse on the Terminal Belt line. The building is to be 60x500 feet and one story bich.

Hamilton, O.—The eltr. of the Semler Milling Co. burned Mar. 9, with a quantity of wheat, corn and flour. Loss about \$35,000, insured for about 50 per cent of Tiffin, O.--Wm. Kipe, dealer in hay, has brot suit against Geo. T. Sullivan and W. D. Herbst, grain brokers, to recover \$552, alleged to have been lost in bucketshop deals

Bettsville, O.—W. L. Day has recovered \$9,800 damages of the Pennsylvania R. R. for the burning of his eltr. A spark from a locomotive engine set fire to

the building.
Fremont, O.—The Fremont Eltr. Co. incorporated, \$25,000 capital. The officers are: Dr. M. Stamm, pres.; J. A. Stokes, vice-pres.; Daniel Stults, sec'y and J. C. Smith, treas.

Deshler, O.—Southworth, Rice & Co. incorporated, combining the eltrs. at Deshler and Custer. Mr. Rice will have charge of the eltr. at Deshler and Geo. Rittinger at Custar.

Ravenna, O.—Herbert S. Hull of Akron has bot the plant of the American Cereal Co. and will establish a grain and feed business. Mr. Hull will be assisted by E. E. Schafer, also from Akron.

Middletown, O.—The F. O. Diver Grain Co. has let the contract to Philip Smith for the remodeling of its plant. 500-bu. hopper scale and new sheller and cleaner will be installed and a new cupola built, at a cost of about \$3,000.

PACIFIC COAST.

Covina, Cal.-Griffith Bros. will erect a large brick warehouse for grain.

No. Yakima, Wash.—The Yakima Milling Co. will build an addition to its warehouse.

Crockett, Cal.—Eppinger & Co. may build an eltr. during the summer.—Crockett Drug Co.

Boise, Idaho.—Smith & Co. have installed a No. 7 Clipper Cleaner with traveling brushes and special air controller.

Portland, Ore.—The Victoria Dock burned Mar. 10, with 350,000 bus. of grain. The Northwestern Warehouse Co. lost about \$175,000 worth of grain, W. A. Gordon \$75,000 worth and the Pacific Coast Milling Co. 175 tons of barley valued at \$4.000. ued at \$4,000.

A bill has been introduced into the Idalegislature by Representative Lowell of Canyon for an appropriation of \$50,000 for the establishment of an agricultural college at Ada, Elmore, Canyon or Washington counties. The bill also calls for an appropriation of 90,000 acres of public land for the maintenance of the college.

Summit, Idaho.—The Summit Tramway Co. incorporated, \$25,000 capital. The object of the company is to construct a tramway between Summit and Agatha, only a little over 2 miles, but it is expected that it will save the farmers from 2 to 5 cents. About 350,000 bus. of grain, it is estimated, will be handled over the tramway next season. The officers of the company are: Geo. W. Bashor, pres. and gen. mgr.; Louis Clark, vice-pres.; Pitts Ellis, sec'y, and W. G. Childs, treas.

The corn-wheat over which the farmers of eastern Washington are becoming excited is described by the cerealist of the Department of Agriculture at Washington, D. C., as "Polish wheat. It has been used to make macaroni flour, although I do not think it is generally considered as good as the true macaroni wheats. It does not properly belong to this group. I should think it would be good as a food for hogs, and possibly even for horses and cattle, but not to such an extent certainly as to merit the great reputation it has recently received through the press.

PENNSYLVANIA.

Philadelphia, Pa.—The Vasbinder bill, prohibiting bucket shops, was reported upon unfavorably by the committee of the

Philadelphia, Pa.—The appointment of a hay inspector has been referred to the grain committee of the Commercial Exchange, which also will revise the rules

for grading hay.
Philadelphia, Pa., Mar. 21.—There is a marked improvement in the railroad situation east, but our correspondents report cars still scarce west. Corn arriving in poor condition and eastern trade is keeping hands off. Oats receipts are very light past 10 days and while the demand is not heavy it is absorbing all transit cars as soon as they are in position for prompt delivery to buyer.-L. J. Logan &

Co.
Pittsburg, Pa.—The official inspection and grading of all hay, straw and grain this market is without queshandled in this market is without ques-tion one of the greatest benefits ever accruing, not only to the shipper and receiver, but the dealer and consumer as well. It has ended the ceaseless bickerings and litigation of former years; without the exchange there would be no inspection, no grading, and to say the least such a condition of affairs would be well nigh intolerable.—W. A. McCaffrey.

SOUTHEAST.

So. Boston, Va.—The Cooley Milling Co. will erect a 150,000-bu. eltr. and a flour mill.

Savannah, Ga.—The warehouse of W. D. Simkins & Co. burned Mar. 5, with the entire stock. Loss, \$7,000.

SOUTHWEST.

Yewed, Okla.-H. L. Spangler of By-

ron will erect an eltr.
Harrison, Okla.—The Harrison Mill &
Eltr. Co. incorporated, \$10,000 capital.
Cherokee, Okla.—H. L. Spangler of
Byron will build an eltr., to be completed

for the coming season.

Lawton, Okla.—The Canadian County
Mill & Eltr. Co. has bot land and will

erect a \$150,000 eltr. and mill.

Foss, Okla.—The Foss Mill & Eltr.

Foss, Okla.—The Foss Mill & Eltr. Co. incorporated, \$25,000 capital. Incorporators, W. O. Harr, J. M. Sherman, C. E. Sumner and Green Thorpe.

At the annual meeting of the Rice Asso. of America at Crowley, La., Mar. 12, arrangements were made to have a rice withheap of the Control of the Co

kitchen at the Louisiana Purchase Exposition. Temple, Okla.—The Temple Grain Co.

Temple, Okla.—The Temple Grain Co. will erect an eltr. with a capacity of 10,000 or 15,000 bus. The Temple Grain Co. was the first firm in Comanche county to join the Grain Dealers' Asso. of Okla. and Ind. Ter.

Temple, Okla., Mar. 9.—Wheat in this section looks well, and there is a good acreage for a new country. Too much acreage for a new country. Too much

acreage for a new country. Too much rain and cold weather for early oats; farmers now sowing.—B. V. Loosemore, Mgr. Temple Grain Co.

The drying of rice that has been threshed wet, in specially constructed kilns, would be a valuable improvement on the present method of stacking, which often results in stackburn and great loss. often results in stackburn and great loss. When eltrs, are built for the storage of rice, driers certainly will form part of

their equipment.
New Orleans, La.—Col. Jerome Hill of Memphis, Tenn., has advanced a proposition for an international warehouse. The plan is to organize a company with

\$3,000,000 capital to build and operate 2 warehouses on opposite sides of the Mississippi, and equip them with all the most modern devices for storage, loading and unloading of cars and the loading of

Rayne, La.—One of the largest irrigation enterprises ever undertaken by private capital is that of the recently organized Union Rice & Irrigation Co. For the entire distance of 50 miles the com-pany has acquired title to the route of its pany has acquired title to the route of its canal to be 250 feet wide and deliver waters of the Mississippi river upon 500,000 acres of rice land. Dr. R. C. Webb and Geo. E. Sears, both of the Rayne Rice Milling Co., are treas. and sec'y, respectively, of the company.

TENNESSEE

Nashville, Tenn.—The J. Rosenbaum Grain Co. of Chicago has been incor-porated under the laws of Tennessee

Senator Hancock has introduced a bill in the Tennessee legislature making it a felony to sprinkle grain that is to be shipped. Some months ago a grain dealer of Memphis was charged with wetting

TEXAS.

Goldthwaite, Tex.—The Brownwood Mill & Eltr. Co. will build an eltr.

The Railroad Commission of Texas will prepare a new classification of commodifies.

Galveston, Tex.—Jas. W. Miller, local mgr. for the Cameron Mill & Eltr. Co. of Ft. Worth, died Mar. 6 at New Orleans.

See'y Dorsey is soliciting suggestions from members of the Texas Grain Dlrs.' Asso. for improving the condition of southeastern trade.

It was recommended by the members at the last annual meeting that the annual meeting be held at Houston next May. What do you say?

The Texas Railroad Commission has amended its grain tariff to place the Fort Worth & Rio Grande R. R., Mercury and

south, within differential territory.

R. C Duff has introduced a bill in the Texas legislature, H. B. No. 135, to amend the corporation law, to authorize the formation of corporations to hold land and conduct rice farms.

Brownwood, Tex.—The Brownwood Mill & Eltr. Co. has been organized and has bot the plant of the Coleman Roller Mill Co. at Coleman, while a 150-barrel mill will be run in Brownwood.

Celina, Tex.—The Celina Mill & Eltr. Co. incorporated, \$30,000 capital. Incorporators, G. R. Smith, W. J. Bryan and B. T. Smith. A. A. Fielder of Sherman is pres. and G. R. Smith of Celina will be

There are only two things in the way of an export movement of Texas oats. The first is that we do not raise a sufficient quantity to make a surplus for export and the second is improper harvesting.—C. McD. Robinson before Texas Grain Dealers' Asso., May, 1900.

Where is the profit in dealers selling oat bags to the farmers in which to crib their oats for 10 to 30 days, in the field, exposed to the bleaching influences of the weather, and then buying the same bags back from the farmers at an advance of 2c per bushel on their oats when delivered to market?—J. F. Edwards.

"I am of the opinion that drastic treat-

ment is the only thing that will make christians of those southern fellows, and the earlier we co-operate with the other assos. in anything that will better the situation, the better off we will be. It occurs to me that the agitation of this question at this time is pertinent, as it will only be a short time until our trade with them will begin, provided we make an oat crop. I believe the action of the southern people toward shippers generally will make it easy for us to secure the co-operation of the northern shippers in shaping measures that will improve the southern situation."—H. B. Dorsey.

TEXAS LETTER.

The Railroad Commission of Texas has ordered that the southwest end of the Ft. Worth & Rio Grande Ry. extension shall be in differential territory for grain shipments.

grain shipments. At Ft. Worth, Tex., A. L. Stewart of Battle Creek, Mich., is endeavoring to organize the Texas Pure Food Co. to manufacture cereal goods. His company will have a capital stock of \$50,000. The question of the differential between wheat and flour from Wichita, Kan., is still unsettled and no decision has been made public on the hearing of March 4 before the Interstate Commerce Commis-

before the Interstate Commerce Commis-

The Rock Island will double track the Houston & Texas Central, of which it recently gained control, from Dallas to Corsicana, and from that point will build on the line as originally surveyed, skirting

the Trinity.

The car famine is easing up to some extent. Prospect is for relief temporarily at least as the roads have been cut short on other freight than grain on account of the bad weather and are pushing grain thru to its destination with some degree of facility.

Where ten days ago it was commonly stated that there would be no oats planted in this state this year and that the spring wheat would be cut short it is now stated that both of these grains will restated that both of these grains will receive a pretty good acreage and planting is now going on rapidly. Farmers in this section are busily engaged in planting small grain, and in fact they are working overtime to take advantage of the good planting weather.

With the advent of dry weather there have been some reports of the appearance of the green bug in the wheat, but so far there are no cases that have been substantiated and grain people state that the wheat has so far advanced that it would be impossible for this pest to do it any damage. From McKinney reports are to the effect that grain in this section, which is one of the largest grain sections in the state, is in better shape than it has been

for years and big crops are expected.

The rate situation is still stewing and trouble is constantly developing between the grain dealers, the mill men and the railroads. The latest development is an order from the Railroad Commission of Texas to the effect that as the Chicago, Rock Island & Texas is hauling grain and refusing to keep the established differential from Oklahoma between flour and grain that the rates on that road locally shall be fifty per cent of the current rates as given in commodity tariff No. 2-A and that on joint rates in Texas the rate shall be seventy-five per cent of the rates as given in the above tariff the Rock Island to stand the loss in the divisions with their connecting lines. It is understood that the Rock Island will make an effort to have the old rates re-established .-- J. S. W.

WISCONSIN.

Humbird, Wis.—H. C. Maxon contemplates converting his warehouse into an

Wisconsin grain dealers will organize an association to promote their common interests.

Eleva, Wis.—Henry Rieseling expects to build a small eltr.—S. V. Knudson, Mondovi.

Milwaukee, Wis.--The annual election of officers of the Chamber of Commerce will be held Apr. 6.

will be held Apr. 6.

"This is an opportune time for dealers to get together and talk over matters of importance to the trade."

So. Byron, Wis.—The Wisconsin Malt & Grain Co., of Appleton, intends to erect an eltr. this summer.

Darien, Wis.—The Elkhorn Lumber Co. has bot the eltr. and grain business of J. M. Vanderhoof, possession to be given April I. April 1.

Menomonee, Wis.—The Knapp Mfg. & Mer. Co. incorporated, \$25,000 capital. Incorporators, Chas. Townsend and C. M. Fletcher.

Humbird, Wis., Mar. 18.—Winter grain never looked better than now. Not much old grain left in farmers' hands.—

. C. Maxon.
Milwaukee, Wis.—Fred Grotenrath has secured the contract for furnishing and erecting the barrel eltrs., machinery,

for the new feed mixing eltr. of Chapin & Co., which is to be partially equipped with Hyatt Roller Bearings.

Cecil, Wis.—C. H. Betts of Waterloo and his brother, Andrew Betts, of Mitchell, S. D., have bot an eltr. C. H. Betts, who will have charge, was formerly in charge of the grain business of the Roach & Seeber Co. of Waterloo, and since last fall has been buyer for the Waterloo Malting Co.

Hayward, Wis.—This has always been a distributing station for grain bot at other points. The country in this vicinity is settling up fast and the facilities for handling grain from farmers' wagons must be increased inside of 2 years.—R. J. Hennessey, supt. New Richmond Roller Mill Co.

Madison, Wis.—The senate committee

on state affairs has failed to agree on the Superior grain inspection bill. Senator Rogers of the committee wanted the bill amended to conform to the Minnesota law in respect to making it optional with the operators of eltrs, to issue warehouse certificates and thus become public warehousemen.

"I am fully awake to the extremely weak position of the grain buyers and shippers of Wisconsin regarding both inspection and weighing and the necessity for legislation to give us more recognition with outside markets. I would be appropriate to the standard of the standa entirely willing to use all the influence I could muster toward this end."

"We think your suggestion of a Wisconsin grain dealers' asso. is a good one. It has been up before the trade a good many times, but it seems that conditions in Wisconsin with the Milwaukee market wisconsin with the Milwaukee market so close, and with receipts largely barley, with different values put on the same grain by different people, it is harder to get the results from an association in Wisconsin for these reasons. We think, however, that before another crop there will be comething done along this line." will be something done along this line."

Superior, Wis .- The following officers were chosen at the annual election of the Board of Trade: W. R. Fanning, pres.; M. E. Shouweiler, 1st vice-pres.; H. W. Dietrich, 2d vice-pres.; H. C. Stivers, sec'y and treas. The directors for 3 years are Geo. L. Hicks, J. L. Moss and J. H. Harper. Board of arbitration: W. H. Crumpton, H. G. Atwood, H. T. Fowler, Homer Andrew and J. H. Harper. Board of appeals: M. P. Schmitt, F. R. Crumpton, W. Listman, A. McGuire and Byron Kimball.

Death of David Cammack.

By the death of David Cammack of Muncie on March 8 association work in Indiana loses one of its stanchest supporters. He took an active part in organizing the dealers of Eastern Indiana and attended meetings tho suffering from the disease of the throat that finally laid him low.

Mr. Cammack was born in Wayne county, Ind., Jan. 25, 1846. In 1873 he was married to Miss Ella Marson of



David M. Cammack, Deceased.

Cambridge City, who, with two daughters, survives him. In connection with the hardwood lumber business and sawthe hardwood lumber business and saw-mill which he operated at Cammack Sta-tion he began dealing in grain in Dela-ware and adjoining counties, with ele-vators at Cammack, Royerton and Sel-ma. His grain business prospered, and in 1891 he admitted J. L. Streeter and William Marsh into the firm of D. Cammack & Co.

Public spirit led him to join any movement to benefit the community. He was interested in the Co-Operative Fuel Gas Co., and the Cammack Gas Co. He was a member of the Citizens Entered Conference of the Litizens Entered

He was a member of the Citizens Enterprise Co., of the Indiana State Cracker Co., and vice president of the Muncie Industrial Loan Co. and the Muncie Savings and Loan Co. He resigned as police commissioner of Muncie in 1899 to accept an appointment as postmaster. In many respects Mr. Cammack was an unusual man. He possessed executive ability united with a pleasing personality. He was a good father, a good husband, and loyal to his friends. His cheery manner under adverse circumstances was an inspiration to all who knew him. knew him.

The cancer of the throat with which Mr. Cammack was affected for 10 years did not become serious until 1901. Specialists could do nothing for him, and he was confined to his home much of the past two years. For 8 months he was unable to leave his bed. The wagon loads of flowers which covered his casket, but faintly expressed the high esteem in which he was held by his host of friends. Flowers in such rich profusion were never before seen in Muncie.

Shipper Must Pay Difference in Rates.

The Arbitration Committee of the Grain Dealers National Association has recently rendered a decision which places the burden of the extra freight on the shipper who fills the sale with grain loaded at station taking a different rate from that at which sale was made. The decision is as follows:

Moses Bros. Mill & Elevator Co., Great Bend, Kansas, vs. Richardson & Com-pany, Chicago, Ill.

pany, Chicago, Ill.

We, the Arbitration Committee of the Grain Dealers National Association, to whom was submitted for settlement the case of Moses Bros. Mill & Elevator Co. of Great Bend, Kansas, vs. Richardson & Company of Chicago, Ill., beg to submit our views and conclusions.

From the correspondence and other evidence furnished us for our investigation and consideration, we deduct the following facts:

On May 31, 1902, there was mailed from

on May 31, 1902, there was mailed from Richardson & Co.'s Kansas City office to Moses Bros. Mill & El. Co., Great Bend, Kan., a card bid of 70c per bushel, basis Kansas City delivery, for No. 2 hard wheat, acceptance good for the next business day, shipment to be made in ten days. On June 2nd, 1902 (the next business day), Moses Bros. Mill & El. Co. wired, saying, "Accept offer seventy ten thousand bushel Galveston terms." This purchase was duly confirmed and shipping directions given to Galveston for export, care of Star Mills Elevator, notify Richardson & Co.

The evidence shows that the sale was filled by shipment of eleven cars, six of which were shipped on billing originating in March, April and May from points taking a higher rate of freight to Galveston at the time the contract was entered into.

The defendants, Richardson & Co., contend that the plaintiffs, the Moses Bros. Grain & Elevator Co., should pay the excess over the freight computed on the rate in effect from Great Bend to Galveston, while the plaintiffs aver that the card bid, which was the basis of the rate, read "Basis delivered Kansas City" and that all the shipments made were from joints taking the same rate of freight to Kansas City as did Great Bend at that time. The additional freight of \$99.96 is the amount involved in this controversy.

We, the committee, have carefully examined all the correspondence and other papers bearing upon this case, and have arrived at the following conclusions:

Ist—That Richardson & Co. bought of Moses Bros. Milf & Elevator Co. 10,000 bus. of wheat to be shipped within ten days from June 2nd, 1902.

2nd—That while the postal card had the words "Basis delivered Kansas City" printed therein, it also had the words "Galveston weights and grades and the shipping directions were also plain and explicit on that point. There is no dispute, however, by the plaintiffs that the grain was to be shipped to Galveston weights and grades and the shipments with the defendants were entitled to shipment which would take the c

THE SUPPLY TRADE

The Allis-Chalmers Co. is presenting its friends with a neat paper weight.

The Albion Engine & Motor Co. has been incorporated at Albion, Mich., to succeed Lester & Brundage.
Rosenbaum Bros., Chicago, have received very flattering letters recently from entering customers to whom they have sold

eastern customers to whom they have sold

The Chicago Water Motor & Fan Co., dealer in gas and gasoline engines, will remove its offices from Lake to Nos. 22-24 S. Canal street, Chicago.

The one object of an advertisement is to bring trade to the advertiser. The latter should make certain that he so write his advertisement that it will accomplish the object for which it is intended.— Printers Ink.

Printers Ink.

Late sales of Boss Car Loaders have been made by the Maroa Mfg. Co., Maroa, Ill., to W. C. Calhoun, Pisgah, Ill.; D. H. Gemberling, Emden, Ill.; Levi Ammon & Sons, Gordon, O.; E. R. Ulrichi & Sons, Mt. Auburn, Ill.; Daniel Burns, Rossville, O.; Fatzinger & Bogan, Cyclone, Ind.; C. F. Seaward, Kokomo, Ind.; H. J. Barnett, Rich Valley, Ind.; Trompen & Son, Hickman, Neb.; Ed Morris, Magnet, Ill.; J. M. Dewesse, Montezuma, O., and S. J. Beeghly, Scipio Siding, O. Siding, O.

When rates are so low that the little fly-by-night concern around the corner can print an advertisement all out of proportion to its business, the legitimate advertiser is injured. His advertising does not pay him, his business falls off, he is unable to buy goods and unable to keep up his stock, and there is a general demoralization. Low rates are bad for the reader because they crowd the newspaper with cheap advertising and make it an offense to the eye. The reader loses confidence in its advertisement and the advertising takes up the space that ought to be devoted to reading matter.-Washington Post.

The Strong & Northway Mfg. Co., Minneapolis Minn., has been reorganized owing to the retirement of W. P. Northway. A. W. Strong has been elected president and E. A. Pynch secretary and treasurer. The latter will give his time to the work of the main office. His position as traveler will be more than filled by Harry Hamper and Chas. H. Scott, the latter having bot stock in the company, which will have the sole agency for the Invincible Grain Cleaner Co. of Silver Creek, N. Y., for which Mr. Scott has been local agent. The reorganization will enable the company to push the sales of the Northway Feed Mill and the Hyatt Roller Bearing with increasing success.

The Dodge Mfg. Co. of Toronto, Limited, Toronto, Can., has issued catalog B 6, illustrating and describing its line of power transmission machinery and grain handling specialties, embracing shafting, pulleys, sheaves, gearing, hangers in great variety, the Dodge Patent Split Friction Clutches, tension carriages, manila rope, spiral conveyors, elevator buckets and boots, power shovels and car pullers. A feature of this catalog that is very valuable to elevator builders and millwrights is an addition of 38 pages containing rules and tables of dimensions for couplings, hangers, pillow blocks, friction clutches, etc. Reference to this 311-page volume is made easy by a table of contents.

Bartlett, Frazier & Co. have let the contract for an immense drier of the Hess Warming & Ventilating Co.'s pattern for their South Chicago elevator, and work upon it is being rushed day and night.

Another drier of the same style is being Another drier of the same style is being prepared for the Updike Grain Co. at Missouri Valley, Ia. A large number of grain dealers at Chicago are giving the matter of grain driers most prayerful consideration. The scarcity of old corn, the vast quantity of damp grain in sight, the wild down weather the recent the mild, damp weather, the recent "boost" given to dried corn by the Ware-house Commission, all tend to enhance the value of grain driers in the eyes of the trade. As an insurance against de-terioration, the drier this year will be in-

Frank Bowen Shot Down.

How hard it is to keep on friendly terms with the station agent who tries to enforce the unjust rules of the company grain dealers know to their cost. In stir-



Frank Bowen, Deceased,

ring up animosity the matter of demurclaimed on cars not unloaded promptly is most prolific.

A life has been sacrificed to this creator of strife. Frank Bowen, a progressive and enterprising grain dealer of Ben Clare, S. D., has been shot down by the railroad station agent after a quarrel over demurrage.

Mr. Bowen paid the demurrage and thot no more of the matter Not so the station agent. When next day Bowen visited the station the agent called him to receipt for an express package. Bowen never finished writing his name. As he stood pen in hand, the agent shot him in the head and Bowen slipped to the floor, the pen making a scrawl after the letters

When citizens who highly esteemed ir. Bowen for his integrity and fair dealing learned of the agent's deed the latter was with difficulty protected from their vengeance. He has been lodged in jail, and the defense being made by the railroad will not avail, as the agent did not succeed in killing the only.
Bowen's 12-year-old son, who will recover from a wound in the shoulder. The esteem in which Mr. Bowen was held by the commission merchants to whom he consigned grain is shown by their messages of sympathy and requests that the bereaved widow draw on them for any money she may need.

SEEDS

Alfalfa seed is in great demand, and its price is correspondingly higher than a

A collection of seeds of vegetables, plants and trees will be shown at the Louisiana Purchase Exposition.

Foreign buyers of clover seed have held off for a long time, but important wants exist, and no material decline can be ex-

exist, and no material decline can be expected.—Beerbohm's Paris Letter.

Clover seed receipts at Toledo for the week ending Mar. 21 were 2,660 bags, compared with 3,500 bags for the corresponding week of last year; receipts for the season have been 91,085 bags, compared with the season have detected the same date. pared with 117,060 bags to the same date last vear.

Clover seed shipments from Toledo for the week ending Mar. 21 were 13,150 bags, compared with 10,785 bags for the corresponding week of last year; ship-ments for the season have been 97,044 bags, compared with 106,958 bags to the same date last year.

The soy bean is of great value as a forage plant, a soil renovator and food producer. It will grow wherever white beans flourish and will yield within 90 days from planting 8 to 12 tons of green forage more nutritious than clover. There is large and increasing demand for northern grown seed at good prices.— Whitney-Eckstein Seed Co.

The hollow stems of the berseem are very succulent, and the whole plant is decidedly more delicate than either clover alfalfa. Once introduced into the United States it would probably be a great success, in some regions of the country at all events, and would prove an important addition to our agricultural products.—Doctor Fairchild

The demand for spot clover seed has been phenomenal. The supply has been far short of the demand. The dealers at Toledo have paid fancy prices for any old kind of seed just so as it was called clover. Spot prime has held its premium and can only be bought of one party who controls it all, as it is in his possession.—J. F. Zahm & Co

Seed shipments from Chicago for the

Seed shipments from Chicago for the 2 weeks ending Mar. 21 were: 4,140,000 pounds of timothy seed, 1,019,950 pounds of clover seed, 496,130 pounds of other grass seed and 29,779 bus. of flaxseed; compared with 20,477 pounds of seed; compared with 2,944,471 pounds of timothy seed, 1,054,743 pounds of clover seed, 736,039 pounds of other grass seed and 56,006 bus. of flaxseed for the corresponding weeks of last year.

Seed receipts at Chicago for the 2 weeks ending Mar. 21 were: 2,432,040 pounds of timothy seed, 549,587 pounds of clover seed, 748,260 pounds of other grass seed and 112,500 bus, of flaxseed; compared with 072,170 pounds of timothy. pared with 972,179 pounds of timothy seed, 401,858 pounds of clover seed, 436,465 pounds of other grass seed and 116,640 bus. of flaxseed for the corresponding week of 1002.

Corn promises the biggest crop on record in Argentina.

Ritzville, Wash., disputes with Eureka, S. D., the title to largest primary wheat market in the world. During the past crop year Ritzville shipped 2,100,000 bus.

SUITS AND DECISIONS

Growing crops do not pass to the purchaser at judicial sale of land. Cassilly v. Rhodes. Supreme Court of Ohio. 12

Where plaintiff was the owner as pur-chaser of the entire crop he could maintain replevin for the crop. Salmon v. Fewell, 17 Mo. App. 118.

A gasoline explosion, caused by a lighted match, is not a fire. An insurance company issuing a policy against breakage by the explosion is liable. Vorce v. Jersey Plate Glass Ins. Co., Supreme Court of Iowa, 93 N. W. 569.

M. C. Tubbs, grain dealer at Kinsley, Kan., has brought suit against the Santa Fe and Chicago & Alton railroads to recover \$511, alleging that a car of wheat containing 85,300 pounds was short 45,-300 pounds when it arrived at Chicago. Tubbs presented a bill to the Santa Fe for the shortage, but the road refused

Where corn is wrongfully taken on replevin and consumed by plaintiff before trial, corn meanwhile rising in value, the measure of defendant's damages is market value at the time of the trial of the same quantity of corn of a similar grade and quality. Schnabel v. Thomas, Court of Appeals at Kansas City, Mo. 71 S. W. 1076.

The Nye-Schneider-Fowler Co. and the California Grain and Lumber Co., at California Junction, Iowa, have been getting injunctions and counter injunctions from Judges Wheeler, Macy and Thornell, in a controversy over a site where the California Co. has begun erecting an elevator and to which the N.-S.-F. Co. desires to remove certain sheds and cribs.

A railway company limiting its liability to its own line in a contract of ship-ment of freight is liable for the negligence of its agent in billing the freight to a different place on the line of the connecting carrier from that called for in the contract. Gulf, C. & S. F. Ry. Co. v. Harris. Court of Civil Appeals of Tex. 72 S. W. 71.

The alteration of a memorandum as to the grade of grain, indorsed on the back of an elevator receipt given by a railroad company for grain to be stored and shipped, is held not to constitute forgery, since the memorandum is not a part of the receipt, and the alteration does not change the legal effect of the receipt. State v. Henry (Ind.) 54 L. R. A. 794.

A petition alleging that defendant

agreed to transport plaintiff's corn by river as a common carrier, and that the sinking of the barge and the loss of the corn were caused by the negligence of defendant, its officers and employes, was not objectionable for indefiniteness of the allegation of negligence. Marsden Co. v Bullitt. Court of Appeals of Ky. 72 S. W.

The statute does not prohibit a carrier from charging less than the maximum rates fixed by the commission, where no discrimination appears; and where the carrier, after agreeing to carry at a reduced rate, collects the full rate, the difference may be recovered by the ship-per. Wells-Fargo Exp. Co. v. Williams. per. Wells-Fargo Exp. Co. v. Williams. Court of Civil Appeals of Texas. 71

S. W. 314.
Where the seller of an engine agreed to furnish new parts if it should prove defective in material or workmanship within a year, in an action for the price, the defense being a breach of warranty,

the jury should have been instructed that plaintiff did not agree to make good the natural wear of the machine. Fairbanks, Morse & Co. v. Baskett. Court of Appeals at St. Louis, Mo. 71 S. W.

The membership of a bankrupt in the Philadelphia Stock Exchange, which has a considerable vendible value, the purchaser taking it subject to his election by the exchange and certain other conditions, is property of the bankrupt, within the meaning of the bankruptcy act of 1898, sec. 70 (30 Stat. at L. 566, chap. 541, U. S. Comp. Stat. 1901, p. 3451) vesting the trustee with the title of the bankrupt to "property which, prior to the filing of the petition, he could by any means have transferred." Edward D. Page v. Chas. W. Edmunds. Supreme Court of the U. S. 23 Sup. Ct. Rep. 200.

Victims of bucket-shop operators cannot prosecute on the charge of embezzlement. In the case of J. L. Brown, who was accused of embezzling \$1,000 margins, the Supreme Court of Missouri, on discharged the defendant. acknowledging the receipt of the margin Brown gave a memorandum stating ' have this day bought from us," thereby establishing the relation of buyer and seller instead of principal and agent.

The Supreme Court of Iowa on Feb. 12 affirmed the judgment of the lower court in favor of defendant in the suit of Beale and others against Patterson, grain dealers, of Marshall County. Patterson was a member of the firm in 1893 and 1894, but withdrew in August, 1894, and the suit was brought in July, 1900, to recover money alleged to have been al-lowed Patterson in the settlement by mistake and his fraudulent representations.

The district court at Hastings, Neb., has just decided that the elevators located upon the right of way of the K. C. & O. R. R. at Ayr and Pauline, Neb., can not be assessed for taxation against the grain dealers or the railroad, but, having foundations of brick and stone, are part of the railroad right of way. The taxes which were paid under protest will be refunded. The railroad claimed that the right of way, having once been rated by the state board, could not again be assessed by the townships.

As to one person having the right to refuse to deal with another, that may be conceded, and the argument built on the proposition that a court of equity is, therefore, powerless to prevent the wrongs alleged, denied. While any or all dealers in plumbing materials may sponte sua refuse to sell to appellant, they cannot combine and conspire to that end as the statute law now is. The unlawful combination may be decreed dissolved, the respondents restrained from conspiring against appellant. Walsh v. Association of Master Plumbers of St. Louis, Mo. Court of Appeals at St. Louis, Mo. 71 S. W. 460.

The certificate of a check by a bank is in effect merely an acceptance, and creates no trust in favor of the holder, and gives no lien on any particular portion of the assets of the bank; but as we have seen, if done after delivery, it takes the amount of the check out of the hands of the maker and any loss from insolvency of the bank falls on the holder. held in Nebraska that, at common law, an acceptance might be verbal. It can also be done by letter or by telegraph. The representation of a bank, however, that a check drawn on it is "all right," is not equivalent to certification and binds the

bank to nothing more than the statement was true at the time it was made.

A fire policy provided that if the building, "or any part thereof," fell, except as the result of fire, the insurance should cease. The main building was a two-story structure, 50x50 feet, with a flat roof, from which a cupola, called a "third story" in the policy, 12x16 feet and 10 foot high projected. story" in the policy, 12x16 feet and 10 feet high, projected. The cupola was constructed for the purpose of operating therein part of the machinery belonging to the building, and all of it, except a uprights, fell in a severe storm. Held, that the policy was avoided. Tomkies & Co. v. Home Mutual Ins. Co. Supreme Court of Texas. 71 S. W. 814.

The Fowler Commission Co. of Kansas

City, Mo., sold a car of corn to W. J. Snow, Carthage, Tex. A sight draft was attached to B. L. with instructions to notify Snow. The draft was never paid, and after waiting some time and not hearing what had become of the car. Fowler brot suit against the Chicago, Rock Island & Pacific R. R. Co., to recover the amount of the draft, alleging that delivery had been made to Snow without authority. The corn had been billed to Fowler's order. In affirming the decision of the lower court agaist Fowler the Court of Appeals at Kansas City, Mo., said: "While a carrier will be liable for a delivery without collecting a draft attached to the bill of lading, and will also be liable for nondelivery to consignee by reason of loss of property and the like, yet his liability arises from different sources. In the former instance there is no common-law duty to become the shipper's agent to collect purchase money and he is only liable by reason of breach of an implied contract that he will collect before delivery. Hutchison on Carriers, par. 391. In the latter case the liability arises from a breach of duty to safely ship and deliver. And while the measure of damages in some cases may be the same in both instances, it would frequently not be. If he fails to collect the draft as by contract bound, he would only be liable to the amount thereof, though be liable to the amount thereof, though the property itself was of much greater value. But if he fails to deliver as in duty bound, and the property is lost, he is liable for the full value. It is mani-fest that the petition and evidence are altogether out of harmony, that neither supports the other. 71 S. W. 1077.

The buckwheat exports for the 7 months ending Jan. 31 were 116,135 bus.; compared with 657,831 bus. for the corresponding period of 1901-2.

The imports of beans and peas for the 7 months ending Jan. 31 were 774,992 bus.; compared with 599,004 bus. for the corresponding period of 1901-2.

The exports of rice for the 7 months ending Jan. 31 were 276,900 pounds, compared with 388,726 pounds for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

Corn oil exports for the 7 months ending Jan. 31 amounted to 2,169,144 gallons; compared with 2,659,187 gallons for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of extriction of statistics.

The exports of foreign beans and peas from the United States for the 7 months ending Jan. 31 were 23,524 bus., compared with 69,084 bus. for the same period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

Closer Relations Between Different State Associations.

[Paper read at annual meeting Kansas Grain Dealers Asso. March 24-25, by G. A. Stibbens, Chicago, Ill.]

Mr. President and Gentlemen of the Kansas Grain Dealers Asso.:

This is the second time I have had the pleasure of meeting with you and I deem it a great pleasure. Kansas being one of the greatest producing states of the Union, it should have one of the largest and most useful state grain organizations in the country.

The country dealer in the state should be a member of the Kansas Grain Dealers Asso., and if not they are not doing their duty, as they are the people who are interested and without their support you can never hope to bring about harmonious conditions, neither will you wield the proper influence in terminal markets you should, unless you give your state organization your full support morally and financially.

There are certain evils existing at termination or certain evils existing at termination of the country of the certain evils existing at termination of the certain evils existing at the certain evils existing the existing the certain evils existing the certain existing the certain existing existin

each other and as the trade has been educated along broad lines it is now time to expect better results, but in order to attain a high state of perfection we must combine our influence to correct the many abuses of the trade. If each one of us works for self-glory and state pride we cannot accomplish the purpose for which we were organized.

Kansas and other states are all deeply interested in bringing about certain reforms in various terminal markets, and why should there be any disposition on the part of the secretaries of the different state organizations to work arbitrarily with each other? I believe the various state organizations are beginning to see the need of uniform action and I hope the sentiment will continue to grow. Few people comprehend the great improvement in the grain trade that has taken place in the past six years.

Some of the state associations have failed to revise their constitution. in regard to

the grain trade that has taken place in the past six years.

Some of the state associations have failed to revise their constitution, in regard to allowing cases of arbitration considered by the state committee to be appealed to the National Committee. This is not as it should be and creates a feeling among the receivers that such states as do not allow an appeal and provide for same are ar-

agree on a uniform method of handling all general questions, then each one would know exactly how the other would proceed and consequently the work would be much more effective.

C. A. Burks.

Decatur as a grain market is each year attaining more prominence. That city bears the distinction of being one of the largest white corn milling centers in the United States. By the time Suffern, Hunt & Co. complete the addition to their mill which is victorally an additional mills. mill, which is virtually an additional mill, and with the improvements and alterations which the American Hominy Co. is making in its two plants, Decatur will mill more white corn than any of her formidable competitors.

While Decatur has grown as a corn milling center she has also grown as a grain market, not only as a consumer and rehandler, but also as a home for the



C. A. Burks, Decatur, Ill.

bitrary and are not willing to allow a thorough investigation.

As arbitration is one of the most important features of association work it should be conducted on the broadest principles possible and avoid creating the impression among receivers that they will be denied the right of appeal. What would you think of a law that would prohibit an appeal from the lower court to a higher one?

appear from the tone one?

We are living in a progressive age; conditions are ever changing; consequently the methods of conducting associations must be up to date; never conflicting with the laws of the land.

State secretaries should get together and

broker. Its location is admirable for the purchase of Illinois grain, not only for domestic markets such as Toledo, Detroit, Buffalo, Chicago, St. Louis, Indianapolis, Cincinnati, Louisville, Henderson, Nashville, Memphis, Cairo and Atlanta, but also exporting points such as New York, Boston, Montreal, Philadelphia, Baltimore, Newport News, Mobile, and last, but not least, New Orleans.

No one entering the suite of offices occupied by C. A. Burks in the Merchants

Exchange at Decatur can fail to note the modern facilities he employs in transacting business. The engraving herewith shows part of one room, and the desk from which Mr. Burks directs his ramifying activities.

Grain brokers can make their lives less strenuous and lighten their burdens by providing modern equipment for their offices. Less nervous energy is exhausted in a conversation over the telephone than in correspondence. By having the in-struments at his elbow the grain dealer

Southern Indiana Grain Company.

Geo. A. Stibbens, Secy., of the Grain Dealers National Association, has been prompted by inquiries regarding the Southern Indiana Grain Company of Sellersburg, Ind., to make an investigation as to their standing. The inquiries have been prompted by the unusually high bids sent out by this company, in fact on several occasions recently they have bid 3 and 4 cents above what the market would seem to justify. In a recent letter to re-

View of One End of Private Office of C. A. Burks, Decatur, Ill.

saves the labor of writing messages and loss of time in getting them on the wire. Himself a telegraph operator, Mr. Burks naturally placed the Western Union and the Postal instruments on his Union and the Postal instruments on his own desk, which also is ornamented with an electric time stamp. He is assisted by a bookkeeper, two stenographers and the office boy. Other rooms of the suite contain job printing outfit for getting out card bids, addressograph for mailing lists, wall maps and a card index system for keeping accounts. Mr. Burks is among the first grain dealers to adopt the card system for bookkeeping. The system has proved very satisfactory. The cards are stored in the safe.

Among the firms which Mr. Burks represents are the following: Wm. D. Orthwein Grain Co. of St. Louis, the Paddock-Hodge Co. of Toledo, Hammond & Snyder of Baltimore, Union Grain & Hay Co. of Cincinnati, Geo. W. Brooke of Atlanta and Henry A. Klyce of Dyersburg, all representative firms in the markets in which they are located

stored in the safe.

which they are located.

As an elevator broker Mr. Burks has sold 14 within the last four months, which is a record not equalled by any real

estate firm, even in large cities.

Mr. Burks is chairman of the trade rules committee of the Grain Dealers National Asso. and takes an active interest in association work.

Beans and peas exported during the 7 months ending Jan. 31 amounted to 160,-680 bus., compared with 229,002 bus. for the same period of 1901-2.

ceivers who are members of the National Association Secy. Stibbens wrote as fol-

"Having had numerous inquiries in regard to the Southern Indiana Grain Co. we started an investigation and learned through mercantile agencies that J. H. Waters, who was the principal stockholder and manager of the J. H. Waters Co., and which company filed a petition in bankruptcy February 11, 1902; together with R. E. Pickerell, who was formerly in the grain business in Louisville, Ky., under the firm name of R. E. Pickerell W. A. Shartzer & Co., with a reputation of paying as not good, constitute the firm of the Southern Indiana Grain Co. of Sellersburg, Ind.

"Below we give you a copy of some letters in our possession, which are self-explanatory. We also have a letter dated Sellersburg, Indiana, January 4, 1903, written by the Southern Indiana Grain Co. and addressed to H. A. Hilmer Co., Freeport, Ill., and on the letter head of the Southern Indiana Grain Co., is printed as a reference the 'Sellersburg Savings Bank.'

"You will notice by reading the letter from the Secretary of State of Indiana, that there is no such bank in existence. We learn there is a private bank, in Sellersburg, Ind., called the Sellersburg Exchange Bank of which C. D. Pickerell is president, Benj. V. Pickerell, vice president, J. H. Waters, cashier.

"You will also notice that J. H. Waters, in replying to a letter addressed to the Sellersburg Savings Bank, by Wood

& Kautz, Mt. Pulaski, Ill., he signed the letter Sellersburg Savings Bank, by J. H. Waters, cashier. From the above we conclude that letters addressed to the Sellersburg Savings Bank, Sellersburg, Ind.,

conclude that letters addressed to the Sellersburg Savings Bank, Sellersburg, Ind., are turned over to J. H. Waters."

Owaneco, Ill., Feb. 5th, 1903.
G. A. Stibbens, Sec'y.

Dear Sir: Replying to yours of the 4th inst. will say that we transacted some business with C. S. Haggard & Co. and B. V. Pickerell & Co., Louisville, Ky., In 1900 and 1901. The latter firm beat us out of \$132.00 on 2 cars of hay shipped to them. The firm changed to W. A. Shartzer & Co. and later operated as B. S. Haggard & Co., of Nashville, Tenn.

I consider the Pickerell gang a set of rogues, and if they are constituting the Southern Indiana Grain Co. should be advertised as such.

Redmon, Ill., Feb. 5th, 1903.
Grain Dealers Nat. Ass'n, Chicago, Ill.
Gentlemen: Yours of Feb. 4th received. In regard to W. A. Shartzer & Co. and Pickerell, would say they are frauds. Have nothing to do with them.

Yours respectfully,

Willis Brinkerhoff.
Mt. Pulaski, Ill., Feb. 12, 1903.
Sellersburg Saving Bank,
Sellersburg Saving Bank,
Sellersburg Saving Bank,
Sellersburg Saving Bank,
Centlemen: We have letters from the Southern Indiana Grain Co. of your city, asking us to do business with them, and giving your bank as reference. Will you kindly give us their financial standing? Can you inform us if they are the same parties who recently operated as under the firm names of B. S. Haggard & Co., An early reply is requested. We enclose stamped envelope.

W. A. Shartzer & Co., Pickerell & Co.?
An early reply is requested. We enclose stamped envelope.

Yours truly,

Wood & Kautz.

[Written on the bottom of the above letter was this:]

They are possessed of considerable means; are not the same parties, and have no connection with the above firm. Have heard no complaints of their methods of doing business.

Sellersburg Saving Bank,

J. H. Waters, Cashier.

Indianapolis, Ind., Feb. 21, 1903.

Geo. A. Stibbens, Sec'y,

Grain Dealers Nat. Ass'n,

Chicago, Ill.

Dear Sir: There is no record in either this office or the office of the Auditor that shows the existence of the Sellersburg Savings Bank, of Sellersburg, Ind. There is in that town a Building and Loan Association, but this does not come within the lines of your inquiry.

Very truly yours,

Daniel E. Storms,

Secretary of State.

[In reply to a letter addressed to the Postmaster at Sellersburg, Ind.]

Sellersburg, Ind., Feb. 23rd, 1903.

Geo. A. Stibbens, Sec'y,

Grain Dealers Nat. Ass'n,

Chicago, Ill.

Sir: The only bank in this town is the Sellersburg Exchange Bank, a private bank, new.

I do not know anything about its organization beyond the fact that Press and Vice-Press, are Pickerells (brothers, I understand) of Louisville, Ky. Cashier, J. H. Waters. As to their responsibility, capital stock, etc., I know nothing. I regret that I cannot give you more definite knowledge.

Resp.

P. Sellers.

Malt exports for the 7 months ending Jan. 31 amounted to 202,826 bus.; compared with 205,024 bus. for the corresponding period of 1901-2.

Flour millers are not suffering from the competition of the breakfast food manufacturers. Bread still holds its place at the breakfast table, as well as at the noon and evening meals.

"The best policy in conducting the work of the grain dealers' asso. is simply this: to have all the legitimate purply poses and objects for existence possible and keep this well advertised before the public and depend upon indirect efforts and general influences to secure harmonious conditions that will give the dealers an opportunity to secure reasonable margins.

PATENTS GRANTED

F. W. Toedt, Hamburg, Ia., has been granted letters patent, No. 722,774, on an

explosive engine.

Burton E. Preston, Denver, Colo., has been granted letters patent, No. 722,895,

on a pea sheller.

Bernt Garllus, Madison, Wis., has been granted letters patent, No. 722,223, on a gas or gasoline engine.

Daniel D. Weschler, Erie, Pa., has been granted letters patent, No. 722,785, on a malt turning machine.

Lawrence M. Johnston, Dayton, O., has been granted letters patent, No. 722,846, on a cylinder for explosive engines.

Albert Thiery, Marcinelle, Belgium, has been granted letters patent, No. 723,071, on a double acting 4-cycle explosion engine.

Daniel C. Stover, Freeport, Ill., has been granted letters patent, No. 722,767, on an apparatus for cooling the cylinders

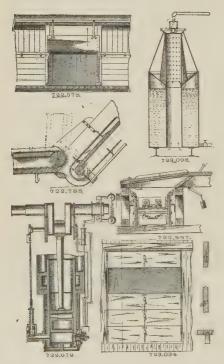
on an apparatus for cooling the cylinders of explosive engines.

Jos. Tracy, New York, N. Y., has been granted letters patent, No. 722,544, on a combined exhaust valve and igniter for internal combustion engines.

Jas. E. Jones, Richmond, Ind., has been granted letters patent, No. 723,160, on mechanism for automatically operating exhaust valves on explosive engines.

exhaust valves on explosive engines.

Herbert A. Davis, Philadelphia, Pa., assignor to J. H. Brinton, Philadelphia, has been granted letters patent, No. 722,-357, on a carburetter for gas engines.



Geo. Westinghouse and Edwin Ruud, Pittsburg, Pa., assignors to the Westinghouse Machine Co., Pittsburg, have been granted letters patent, No. 722,787, on a

gas engine.

John Mabus and Frank L. Hay, Lilly, Ill., have been granted letters patent, No. 722,997 (see cut), on an elevator for corn or grain dumps. An endless link belt travels thru both conveyor and inclined elevator. The grain is caught upon transverse plates secured to the belt at in-

tervals.

Jos. L. Hamel, Grafton, N. D., has been granted letters patent, No. 722,578 (see

cut), on a grain car door. Wedge-shaped battens are secured on the inside of the car at the sides of the door opening. A pivoted door is secured to the bottom of the car and adapted to rest against the battens. A sliding gate is suspended above the door, the upper edge of which it overlaps.

clarence O. White, Minneapolis, Minn., assignor to Globe Iron Works, Minneapolis, has been granted letters patent, No. 723,098 (see cut), on a cooling tank for internal combustion engines. The tank has a central air flue from which the air assences thrus perforations and the air escapes thru perforations and passes thru the conical screen. From the upper trough the liquid is distributed

over the screen, flowing down the conical top of the tank, which is perforated.

Montague C. Rowcliff, Osceola, Wis., assignor to himself and Geo. B. Coryell, Osceola, has been granted letters patent, No. 723,034 (see cut), on a grain door. A guide bar extending up thru the door opening is turned laterally and inwardly under the roof of the car. The door slides in guides at the sides of the opening, and when raised swings on a ring under the roof. The lower edges of the boards forming the door have pins fitting

into corresponding cavities.

John F. White, Racine, Wis., has been granted letters patent, No. 722,788 (see cut), on a grain elevator. A rectangular frame contains a platform, conveyor chain and removable side boards, one of which has an opening to admit the end gate of the wagon to be unloaded. The grain is dumped upon a false bottom in a receiving trough and carried by a pivoted drag to the conveyor. A tight joint be-tween the trough and drag is made by a flexible connection with the real bottom of the drag below the lower bight of

the conveyor.

Leopold F. Burger, Anderson, Ind., assignor to the Woolley Foundry & Machine Works, Anderson, has been granted letters patent, No. 722,671, on a gas engine, and No. 722,672 (see cut), on a valve for gas engines. The valve thru which air is admitted into the mixing chamber has an extended stem upon which slides the tubular extension of a push plate. At one side of the push plate, and with its stem in contact therewith, is a fuel valve. The free end of the air valve stem contacts with a pivoted device, which is operated by the speed governor on the engine shaft. The fuel valve communicates with a small reservoir supplied by an oil pump.

Corn weak on free selling by scattered longs and further liquidation by important local interests. The bears parade the big discounts for the lower grades, but with shipping facilities so much restricted, the wonder is it sells so well.—Pope & Eckhardt Co.

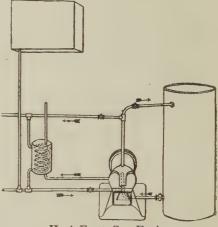
Middlemen are grain dealers and mill-rs. There are two kinds, interior and ity. Interior dealers and millers buy direct from the farmers. They must co-operate or the mutual benefit of our organization and its branches will be limited. Your secretaries and traveling men have enlisted many. Assist them by showing those who are out of the fold the advantages of being in. We try nearly every day. Don't abuse them because they are not members. Jolly them. They are anxious to make money. There are many good middlemen on the outside, also some unreliable. Churches contain some hypounreliable. Churches contain some hypocrites and there are a few in our organi-Churches contain some hypozations who are not angels.-C. A. King

Heat from Gas Engine.

The idea of utilizing the hot water from the jacket of a gas engine or from the cooling water tank has occurred to many, but it has remained for an English inventor, J. G. Grimsley of Leicester, Eng., to receive a patent upon such a heating system. a heating system.

As shown in the engraving herewith

reproduced from Popular Mechanics the cooling water tank is closed at top, its contents being kept under pressure due



Heat From Gas Engine.

to the head in the second elevated tank. At the two points where the cooling water enters and leaves the engine connections are made with two pipes lead-

nections are made with two pipes leading off to the radiators.

Radiators are more efficient in heating rooms when the degree of heat is higher than that desirable in the engine itself. To obtain the added degree of heat the inventor has led the exhaust gases into a small drum containing a coil of pipe. In passing thru the coil the warm water becomes very hot. From the drum the exhaust escapes thru a the drum the exhaust escapes thru a pipe into the atmosphere.

C. S. Scofield, who is investigating grain inspection for the Department of Agri-Pacific Coast markets, has returned to the east and is doing detective work at Toledo, assisted by United States Statistican Baldwin.

Engineers who know the great strength of a solid monolith of concrete will be pleased to learn that a Baltimore inventor has discovered a process of annealing Portland cement, a coating of which renders the joints between layers stronger than the concrete itself.

Europe has to come to us for wheat when the crop is short and for harvesting machinery when the crop is bountiful. In the game of working both ends and the middle also Uncle Sam appears to have taken a few simple, easy lessons.

—Saturday Evening Post.

Competing grain buyers often get to be

personal enemies on account of their business, and they carry that load of hatred for their competitor on their minds continually; they grow narrow in mind as individuals, and this hatred continues to grow larger until finally the man gets so small that he has no strength of moral character to raise himself above this miserable condition. Your competitor undoubtedly feels that he has just as good a right to live as you have; why not meet him half way, be neighborly with him, and get some enjoyment out of the very place where you are now getting misery?—Geo. A. Wells.

SALES, SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 contains 48 pages with room for records of about 1,400 carloads. It is bound with leatherette covers and printed on good paper. Price \$1.

No. 14 AA contains 76 pages, with room for records of over2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

FOR SALE BY

GRAIN DEALERS COMPANY

255 LaSalle St., CHICAGO, ILL.



world

in the

conduct the largest lumber yards

We

WORLD'S POULTRY BOOK ON GREATEST CENTS—worth \$100 to any poultry raiser. Treats on diseases, cures, scientific feeding, rearing chickens, ducks, geese and turkeys, from practical experience. It beautifully illustrates land and water fowls. Gives our formulas of how to feed to make hens lay 200 eggs a year. Prices quoted on thoroughbred poultry and eggs.

TOWA POULTRY CO.,

REBUYOFTHE Dept. 629, Des Moines, lowa.

Grain Register No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½ x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY. 255 La Salle St., CHICAGO, ILL.

GRAIN CONTRACT BOOK

Grain Dealers Co. 10 Pacific Ave. Chicago, Ill.

PURIFIED GRAIN

Commands a premium in every market, which is perfectly natural. All trace of smut, must and mold odors, also water stains, are entirely removed.

Ten years experience in operating and building purifiers has shown us what is needed to do successful and practical work. Our experience should be worth something to you.

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA, or KENTLAND, IND.

EDWARD HINES, President

L. L. BARTH, Vice-President

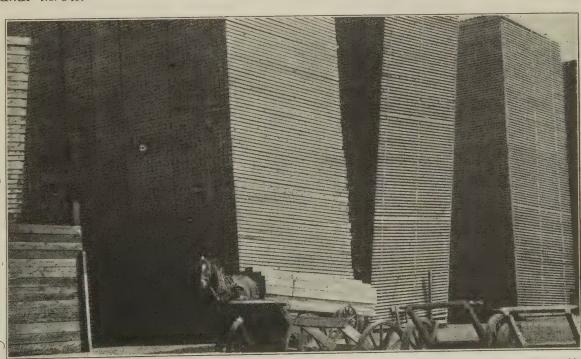
C. F. WIEHE, Secretary

EDWARD HINES LUMBER

Long Distance Telephone "Canal" No. 349.

CHICAGO, ILLINOIS

Correspondence solicited and answered same day received.



The above view should be convincing evidence that we have the stock on hand to supply your wants with. We have 70,000,000 feet of it continually on hand—this, and our most complete equipment for prompt service, at your command. Let us hear from you when in the market.

leadquarters lor anything 'n the lumber

GRAIN CARRIERS.

Lake navigation is expected to open

early.

The Ashland & Wooster R. R. will be extended from Ashland to New London, Ohio.

The Burlington is said to contemplate an extension from Ashland, Neb., to

The C. M. & St. P. R. R. has bot the Kickapoo Valley road, also known as the Wisconsin Western.

More than a score of boats have been chartered to load grain at Chicago at the opening of navigation.

Railroads have given notice that all requests for rebates will be referred to the

Interstate Commerce Commission.

A charter for the Texarkana, Oklahoma & Northwestern R. R. Co. has been procured in the interest of the Missouri Pacific.

River transportation is being resorted to on account of the car shortage, and is aided by high water in the Mississippi

Baltimore received its first thru shipment of grain over the Western Maryland Railroad Mar. 11. The car of corn was from Indiana.

To secure a uniform bill of lading the Swedish Chamber of Commerce has asked the co-operation of the New York

The Western Pacific R. R. Co, has been incorporated at San Francisco to build a transcontinental line to Salt Lake

City thru Beckwith Pass.

J. T. Sebastian, grain dealer of St.

Louis, Mo., is said to be interested in
the establishment of a new line of boats on the upper Cumberland River.

A new grain country will be opened up by the construction this summer of 30 mi. of line north from Thief River Falls, Minn., by the Great Northern R. R.

President Mellen of the Northern Pacific has purchased the Portage road from The Dalles to Columbus, Wash., and will complete the line, it is supposed, to give a new outlet to the grain crops of the Columbia River valley.

The Pennsylvania will go into the mar-

ket immediately for 19,000 steel cars and 250 locomotives. The company will expend \$24,000,000 for new equipment; and

in the next 2 or 3 years will spend \$67,000,000 in improving.

John H. Parks, grain dealer at New Holland, O., has complained to the Interstate Commerce Commission that the Cincinnati & Muskingum Valley Railroad does not make a fair division of cars between the 2 elevators

tween the 2 elevators.

New Orleans leads all United States ports in exports of grain. For the 8 months prior to Mar. I the totals are: New Orleans, 22,010,000 bus.; New York, 17,317,000; Baltimore, 15,404,000, and Gal-

veston, 14,726,000 bus.

One of the first cases to come under the new Elkins law is that of the city of Wichita, Kan., against the Missouri Pacific for alleged discrimination, in giving Omaha and other points equidistant from St. Louis a preference over Wichita. The supreme court has decided that the suit is regular under the new law, tho irregular under the old law.

Lumber dealers in Texas have requested the state railroad commission to make a rule establishing the principle of reci-procal demurrage. A penalty of 50 cents per day is to be paid the shipper for each day's delay, after 3 days, in furnishing

cars ordered, and for failure to move cars to destination at the rate of 75 mi. per day, after cars have been loaded and proper shipping directions given. This is a move in the right direction.

An Arbitrated Case.

On Mar. 6th a committee consisting of Mr. Fred Stevers, of Rosenbaum Bros., Chicago, and Mr. Wm. Nash of Nash-Wright Grain Co., met in Chief Grain Inspector Bidwill's office, Chicago, to arbitrate a difference between M. R. Walsh, Campus, Ill., and Churchill & Co., Chicago. The others present were Mr. Walsh, Mr. Churchill and Sam Finney of Churchill & Co., Sam Smith of the Grain Inspection Office Col. I. I. Bad-Grain Inspection Office, Col. J. J. Badenoch, to whom the grain was sold, and clerk formerly employed by Churchill

a Co. Mr. Walsh: On July 25th I consigned a car of white oats to Churchill & Co., Chicago. I wrote them instructing them if the car did not grade standard oats to call for re-inspection. The car came in and was sold before the letter arrived as No. 2 mixed oats. I came to Chicago on the 28th, which was Monday, and told Mr. Finney that I would not stand for it as the car was standard oats. They wrote me on the 29th that car had not yet arrived for re-inspection. They wrote me on the 31st that car had arrived too late to be delivered after re-inspection. I got a letter from Mr. Bidwill saying that the car had been inspected on the 29th. I think it was around in time to get in as standard oats. I have left it to a committee of commission men to say if I am entitled to the price on standard oats. I think the facts were misrepresented by Churchill & Co.

Mr. Churchill: I wish to set this matter right as between Churchill & Co. and Mr. Walsh. This deal was between Mr. Finney and Mr. Walsh and I know

nothing whatever about it.

Mr. Finney: On July 26th when I saw this sample of mixed oats on our table I thought it unusually good for No. 2 mixed oats and immediately asked for re-inspection. Mr. Smilie refused re-in-

spection. Fearing that the market might decline and thus cause a loss to the customer I sold the car to Mr. Badenoch at 45 cents, and so reported it to Mr. Walsh. On Monday morning we received a letter from Mr. Walsh instructing us that if the car did not grade standard oats to the car did not grade standard oats to call for re-inspection. I immediately wired Mr. Walsh as follows: "Letter just received. Car in and sold Saturday." Later in the day Mr. Walsh came in stating he was dissatisfied with the deal and I went to Mr. Badenoch and asked him to scratch the trade, which he refused to do. On the 29th I wrote Mr. Walsh informing him that the car Mr. Walsh informing him that the car had not yet been re-inspected. On the 31st I wrote him that the car had been re-in-spected but too late for delivery.

spected but too late for delivery.

A clerk who had been in the employ of Churchill & Co. at the time this transaction took place stated he inquired of Mr. Smillie on the 29th, 30th and 31st for a report on the car, but was informed on the first two dates that the car had not yet come around. However, this young man's testimony was found unreliable. The records of the Grain Inspection Office showed the car to have been inspectfice showed the car to have been inspect-

ed as standard oats on the 29th.

The arbitrators decided that Mr.

Walsh was entitled to the difference between the selling price of the oats, 45 cts., and the price of standard oats on the 20th, the day the car was re-inspected, namely, 50 cents.

The Liverpool Grain Storage Co. is building a third large warehouse at Liverpool, Eng.

It is only a question of time when the large users of corn—such as the starch

large users of corn—such as the starch and glucose manufacturers, hominy mills and distillers—will buy grain on a chemical analysis.—Roy B. Simpson.

This corn crop is to be a difficult one to handle until along in May. We will be in the germinating period from about the middle of this month until the middle of May, and during that time there will be special anxiety in the movement of a crop which at the best is not of very high quality.—Chas. McDonald, Jr., chief grain inspector, Baltimore. grain inspector, Baltimore.



No "Shell Game"

Can clean one out of ear corn so quickly, so neatly and completely as

The OHIO Corn Sheller

CLEANS CORN FROM THE COBS

It plays "the game" with a chilled iron cylinder, fully balanced and cast on the shaft.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

PHILIP SMITH, SIDNEY, OHIO

Can tell you how his machine does "the trick." Ask him. Ask him.



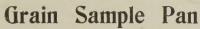
Save Your Corn.

From now until August thousand of bushels of corn will heat and spoil.

THE HESS PNEUMATIC GRAIN DRYER

puts it in condition at small cost, and raises the grade as well. By a recent decision the Railroad and Warehouse Commission declares that artificially dried corn may grade No. 2 if of proper quality. All driers in use in the terminal elevators of Chicago were built by us.

Hess Warming & Ventilating Co., 707 Tacoma Bldg., Chicago.

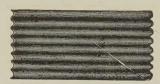


For Examining Samples of Grain and Seeds



Made of Alluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.

Grain Dealers Co., 255 La Salle St., Chicago, Ill.



WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators il over the country. We also take contracts for doing this work all over the country.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



FOR OUR PRICES ON SEAMLESS COTTON GRAIN BAGS MILWAUKEE BAG CO.

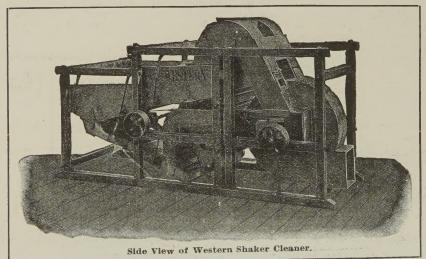
"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western"

Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved



adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.

Manufactured by Union Iron Works.

DECATUR. ILL.

We make a specialty of the machinery and plans for modern elevators—employing ?. licensed architect.

Screenings.

The big grain men, assisted by their able press oracles, are hastening forward with their predictions that every farmer's elevator company will go to the wall, as that has been the record of those that have been established in the past. We believe that these predictions will be partly fulfilled for the reason that the farmers are going at the matter in the wrong way.—The Northwest Review.

Farmers' stocks on Mar. I are reported by John Hyde, statistician of the Department of Agriculture, to have been 164,000,000 bus. of wheat, or 24.5 per cent of last year's crop, compared with 23.2 on hand a year earlier. Of corn 41.6 per cent was on hand, compared with 29.2 a year ago. Oats on hand comprised 36.9 per cent of last year's crop, compared with 30.6 per cent a year ago.

The reorganization plan of the American Malting Co. authorizes \$10,000,000 preferred and \$10,000,000 common water. The new preferred stock will be "entitled" to 4 per cent cumulative dividends. Bondholders retain their status. Stockholders will get 35 and 25 per cent of their holdings in new common and preferred. As the company has abandoned the payment of unearned dividends, holders may have to wait a long time for returns.

"School gardens or small farms are being introduced in many schools of the United States. The school children raise corn, wheat and farm products which sell for good prices because they are handled with care and intelligence. Destructive insects and disease are watched for and the children secure much practical knowledge. This method will undoubtedly spread much of the useful information collected by our Department of Agriculture."

of Agriculture."

Exports of breadstuffs for the 8 months ending Feb. 28 were: Barley, 7,786,824 bus.; corn, 36,745,324 bus.; oats, 3,882,410 bus.; rye, 3,681,787 bus., and wheat, 88,664,735 bus.; compared with 7,428,554 bus. of barley, 22,913,875 bus. of corn, 8,126,229 bus. of oats, 1,374,583 bus. of rye and 117,511,121 bus. of wheat for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics. The value of the breadstuffs exported was \$146,754,656, compared with \$152,545,318 for the same period of 1901-2.

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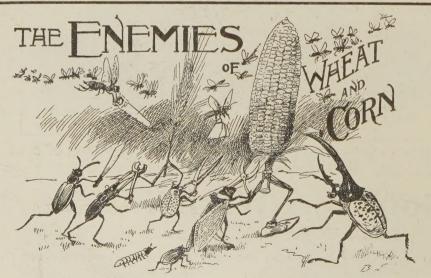
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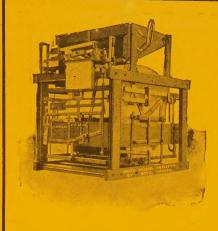
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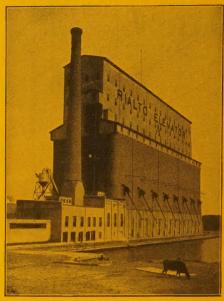
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